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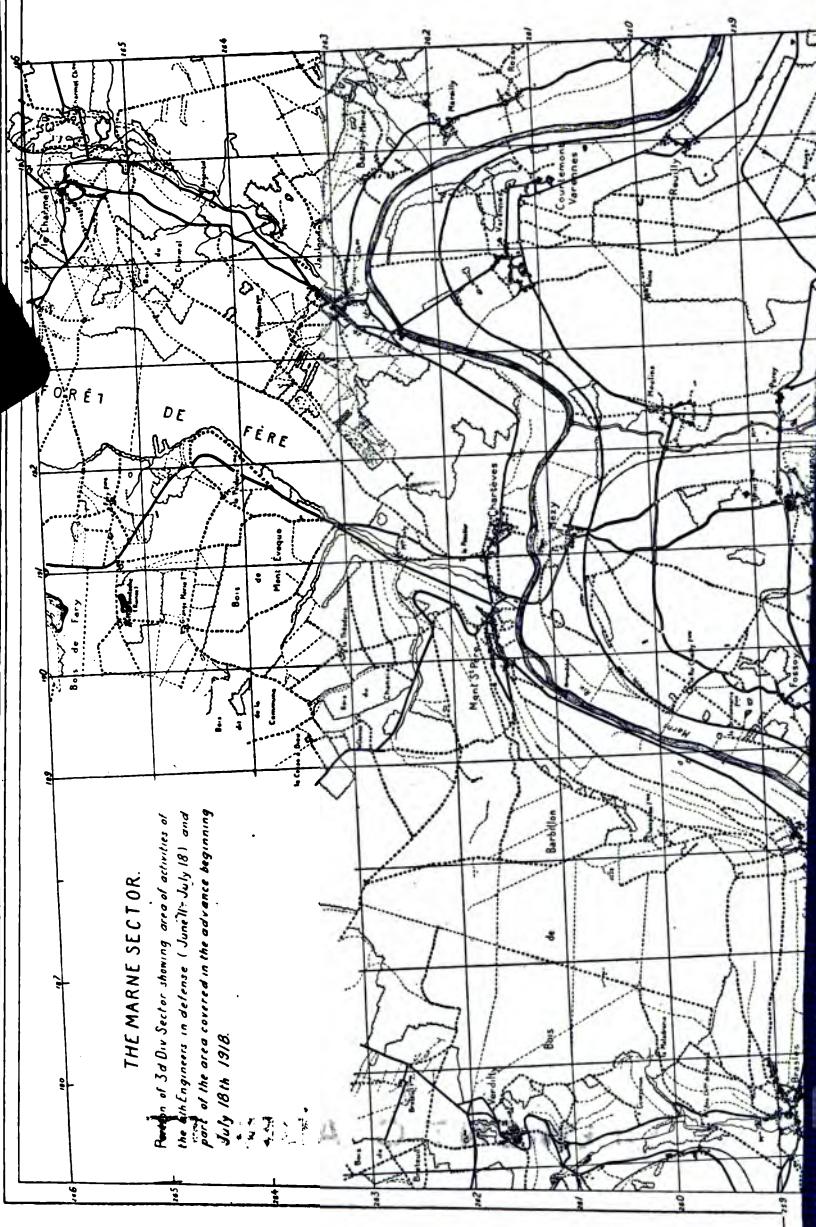
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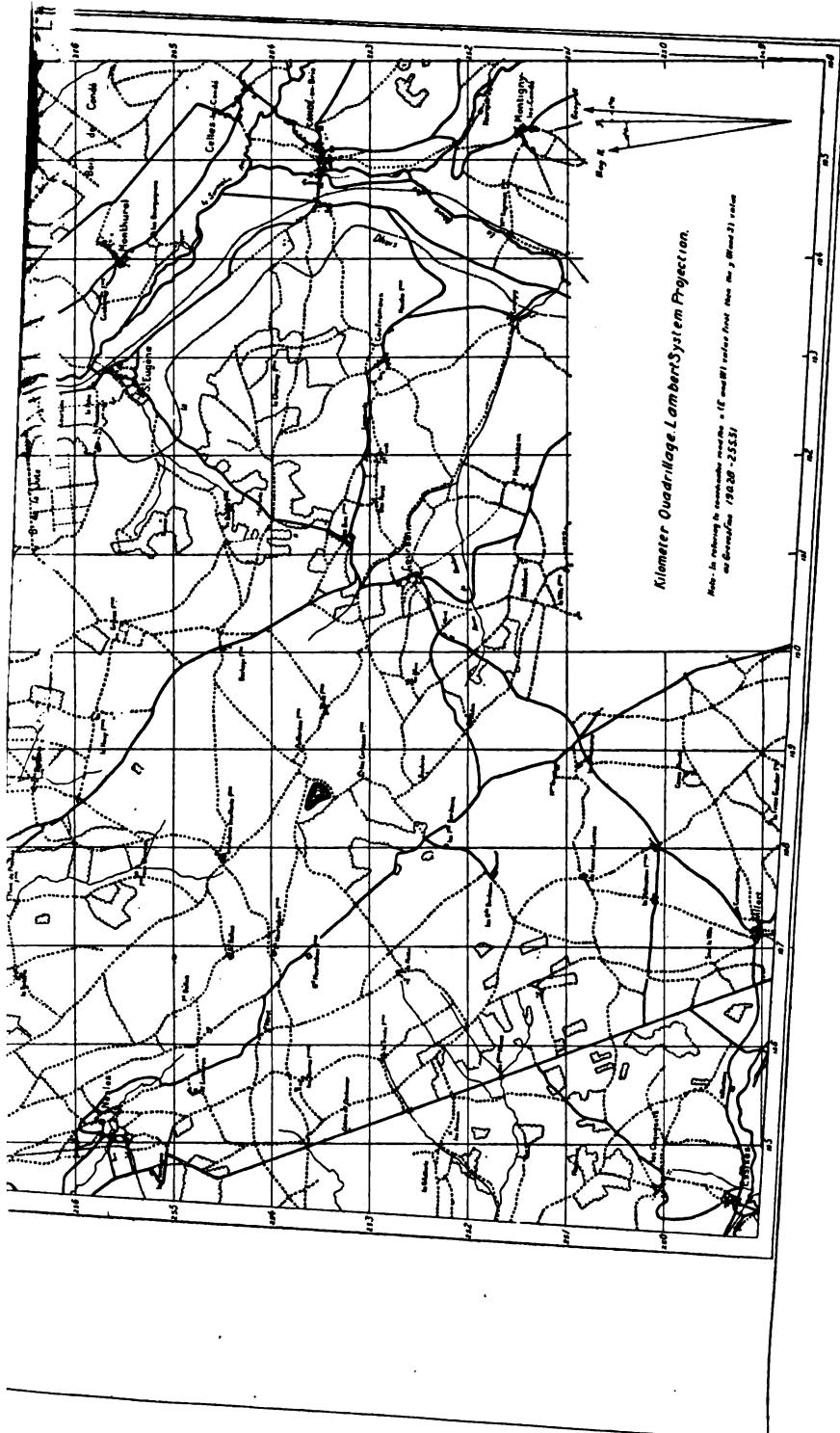
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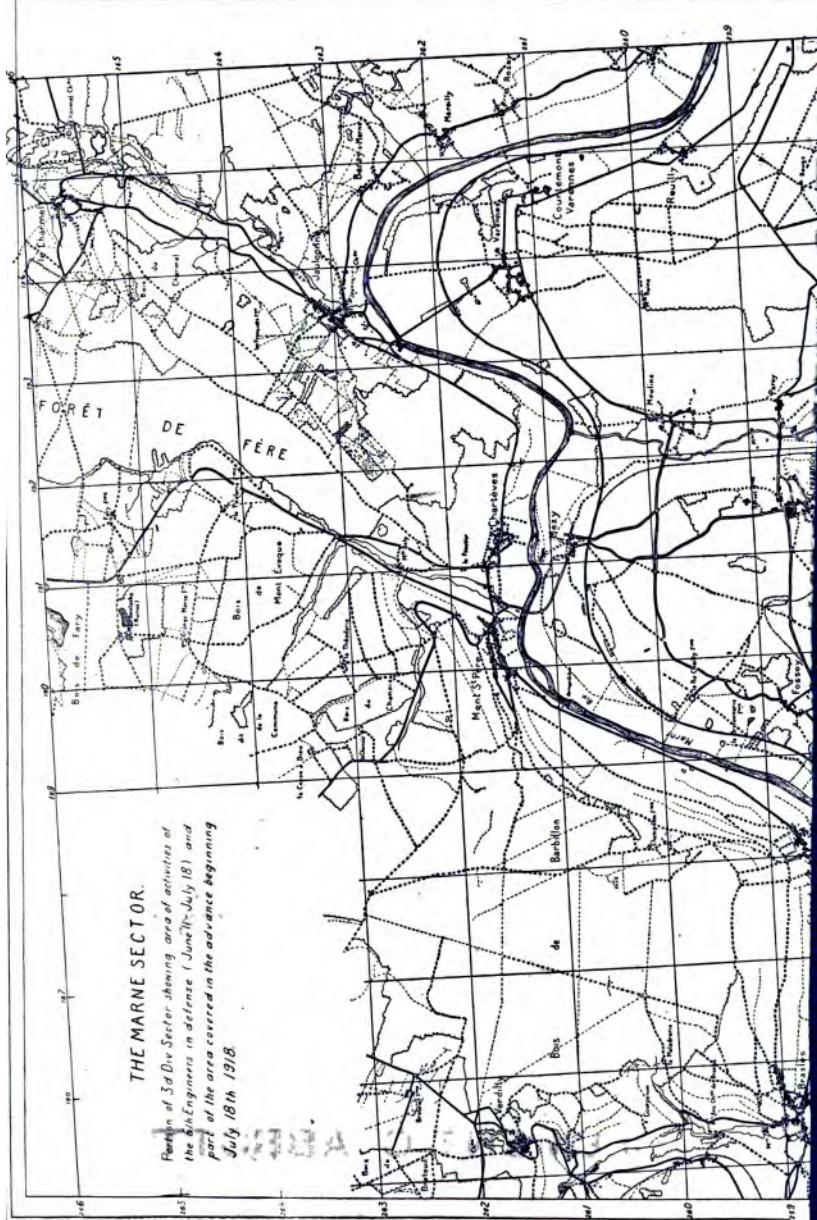


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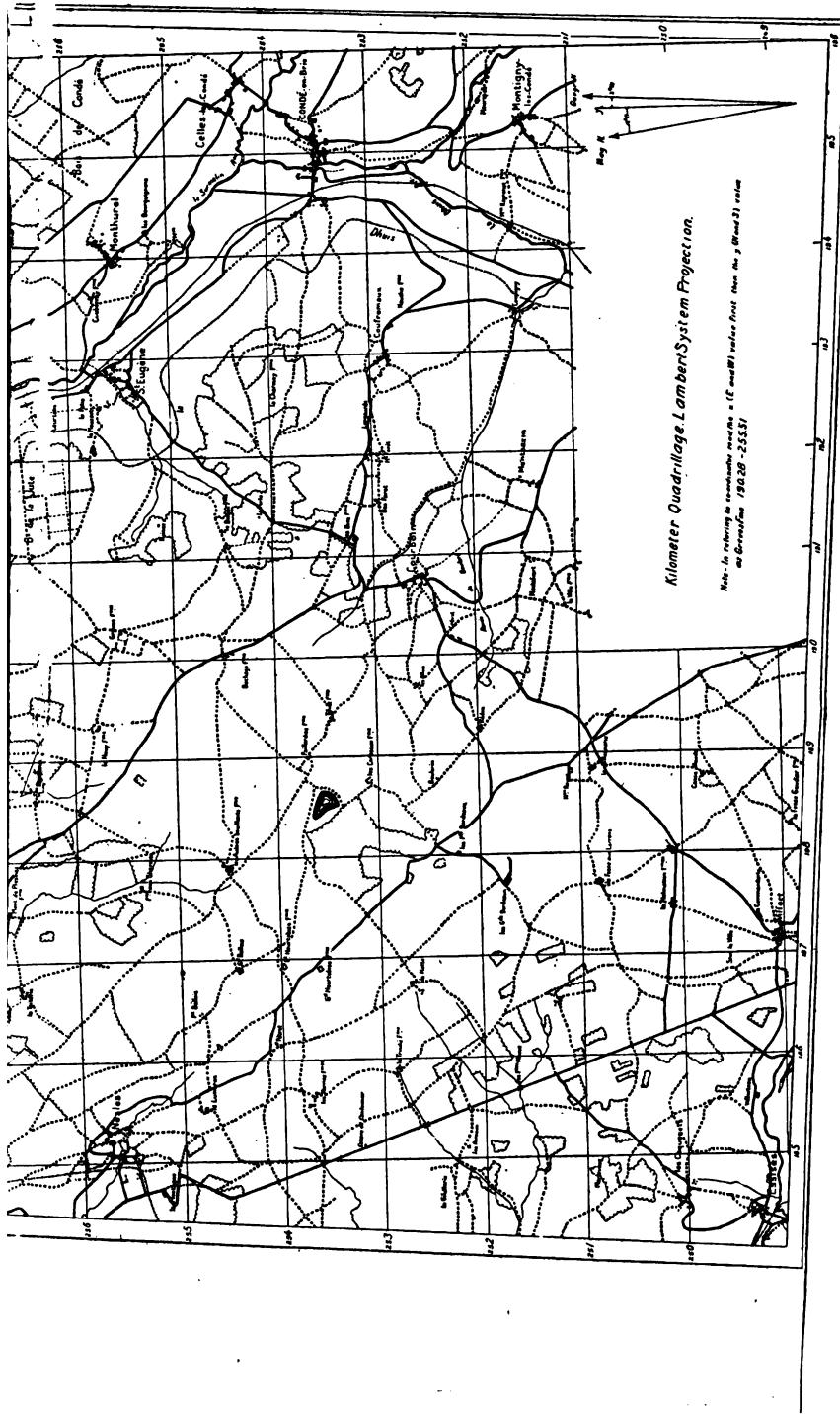


## THE MARNE SECTOR.

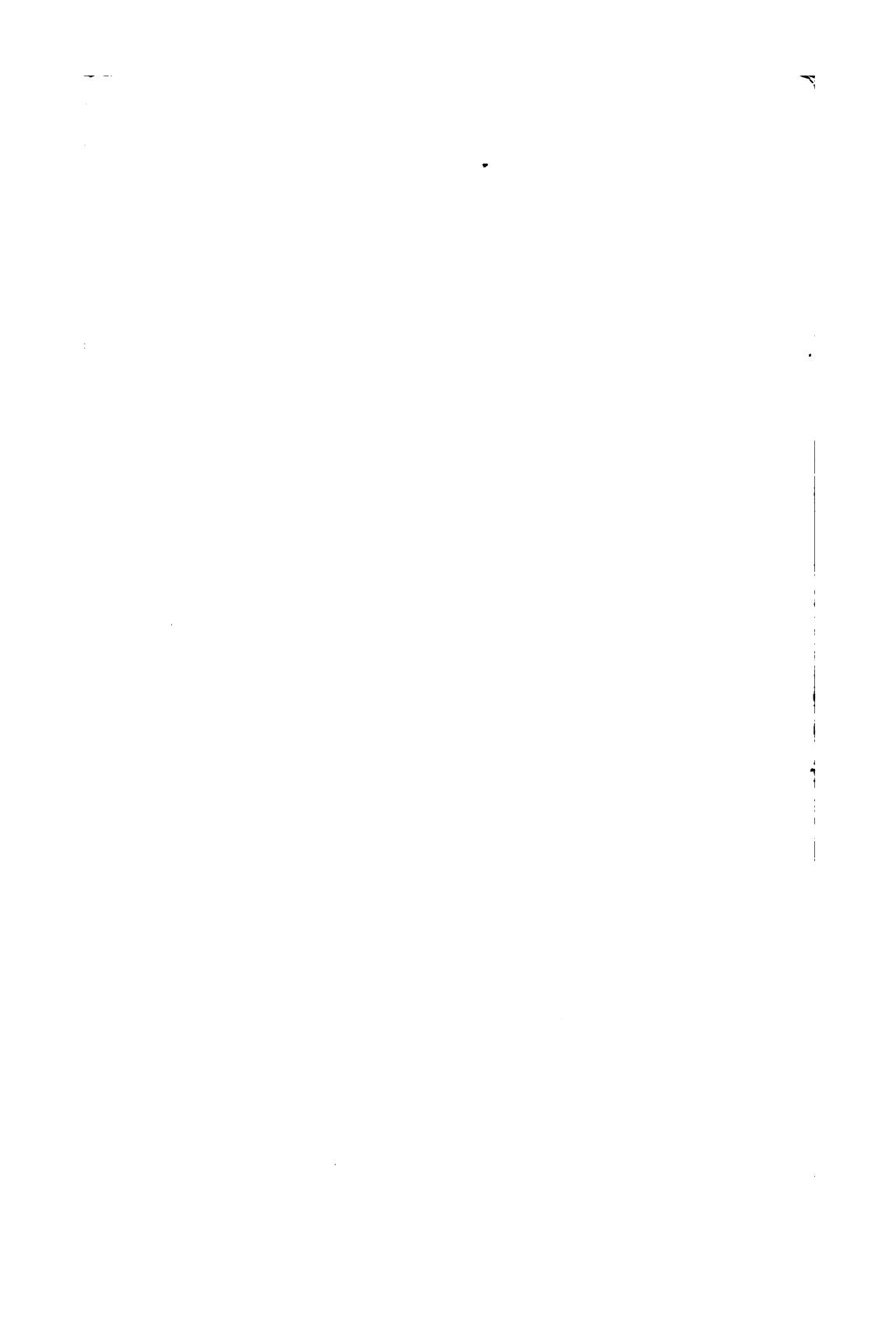
Portion of 3d Div Sector showing area of activities of the 5th Engineers in defense (June 11-July 18) and part of the area covered in the advance beginning July 18th, 1918.

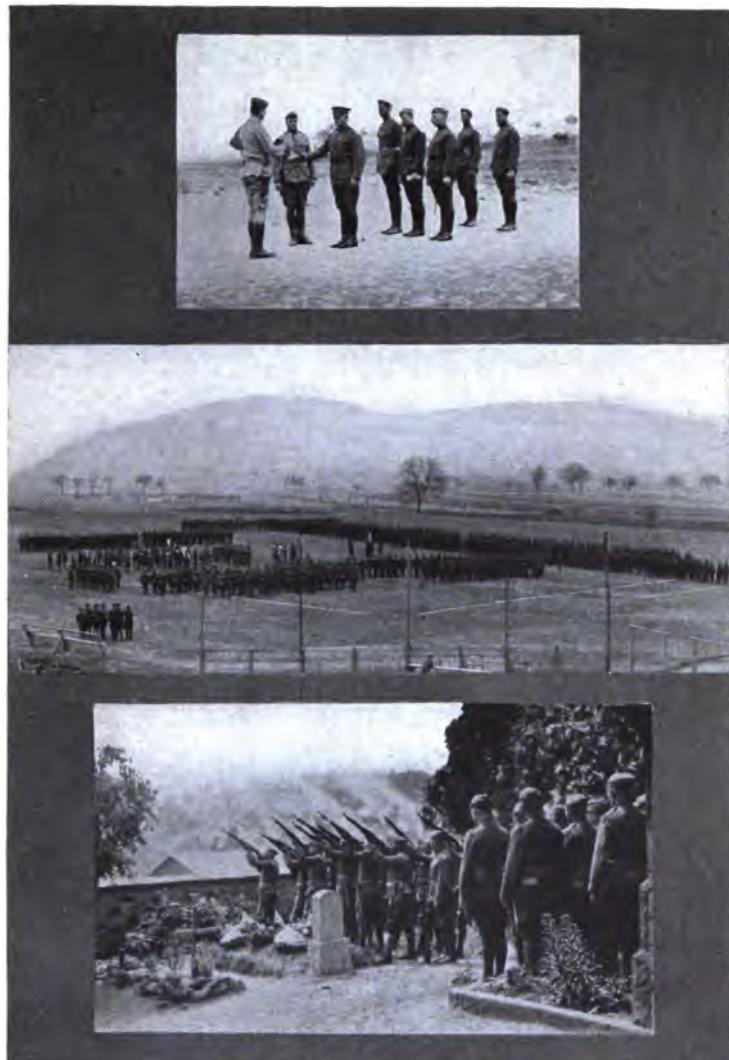


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GEN. HOWZE PRESENTS CUP TO RIFLE TEAM  
GEN. HOWZE DECORATED COLORS OF 6TH WITH BATTLE STREAMERS,  
OCHTENDUNG, GERMANY  
MEMORIAL DAY, 1919, OCHTENDUNG, GERMANY

# History of the Sixth Engineers

BY  
ITS MEN

THE KNICKERBOCKER PRESS  
NEW YORK  
1920

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## DEDICATION

As we look back at our record and cherish almost selfishly every reward we have earned and prize every honor that has been accorded us, we must never in the glow and satisfaction of success forget those whom we have been forced to leave behind us. Whether on the fields of Picardy, on the Marne, or in the Claire Chenes, they were always true to duty, they fought the good fight even unto death—theirs was the supreme sacrifice. Words can never adequately express the praise and honor due those who volunteered, who labored and fought as only true Americans can, and when the last assembly sounded were no longer standing by our side in ranks.

We deem it our honored privilege to dedicate this volume to our fallen heroes: to our HONOR ROLL.

## PREFACE

**I**F a soldier belongs to the second oldest profession, the military engineer belongs to the noblest. From time immemorial, historians have coupled the accomplishments of one with the feats of the other. And it would seem sometimes as though the morale in the engineer corps was higher and the *esprit de corps* more wonderful than in other branches of the service. Our device or insignia, the castle, has its own history, which in brief is as follows:

"Napoleon was besieging a city which so far had resisted all efforts to overthrow it. Finally, in desperation, he ordered his captain of engineers to blow up the city gates. All the available barrels of black powder were soon piled against the powerful gates, and in the utter lack of fuses the gallant captain and a few of his men calmly ignited each barrel with their lighted cigarettes. They were so successful in destroying the gates that the army was able to fight its way into the city, which soon capitulated. But as a reminder and lasting memorial to the brave engineers who sacrificed their lives that success might crown the efforts of the army, the castle, which is a replica of those same gates, was ordained as the insignia of the military engineer."

To the castle has been attached the simple phrase, "Essayons," which we should not interpret as "we try" or "let us try," but with the thought that through persistent trial we eventually must attain success.

## EDITORS' FOREWORD

**T**HIS history had not been written with the idea that a flowery literary effort is at all necessary in the recording of the daily events of this regiment since its beginning. Rather have we aimed at a detailed, interesting and truthful picture of our days of pleasure and of misery, our wet and our dry days, the quiet and the noisy, the days touched by sorrow and those full to the brim of joy and pleasure that have been our lot since we bade farewell to Washington, D. C., where we were organized. It has not been our desire so to picture our doings as to lose track of the ideals for which we fought and the purpose for which we left our own shores to enter the gigantic maelstrom on the other side of the Atlantic. With no desire to establish a high water mark in literary excellence, we have aimed to give you, for future years, a faithful record of what you have done. If credit has not always been given where credit is due, or if errors and omissions have been made, we must say only that we have done our best. And if in future years our efforts help to take you back to those days on the Somme, the Marne, at St. Mihiel, and in the Argonne, we shall have accomplished what we tried to do—give you a history.

To you, that body of American engineers, whose able assistance and gallant actions have made possible whatever is worth while in this volume, we extend our grateful appreciation and thanks.

## FOREWORD

THE Sixth Engineers soon after arriving in Europe was attached to the British armies during the great German drive of March, 1918, and the men of the regiment performed not only the most praiseworthy service in building bridges and defensive constructions, but in the vicinity of Péronne they won immortal fame by throwing themselves into the fighting line before the rapidly advancing enemy, and on their front succeeded in halting him in his terrific onslaught.

The regiment joined its division in time to participate in the important operations on the Marne River, and to construct such bridges under intense shell fire as were necessary for the Third Division to begin its first successful offensive against the German Army.

In the Meuse-Argonne campaign, when the effective strength of the Marne Division was greatly reduced through intensive fighting, the Sixth Engineers again fought as infantry, thus contributing its splendid fighting value towards the success of the Division in continuing its advance and in reaching its objective.

This regiment took part in five major operations, and in every one of them the men maintained at the highest level the ideals of their service.

ROBERT L. HOWZE,

(Headquarters 3rd Division  
Andernach, Germany, July 25, 1919)

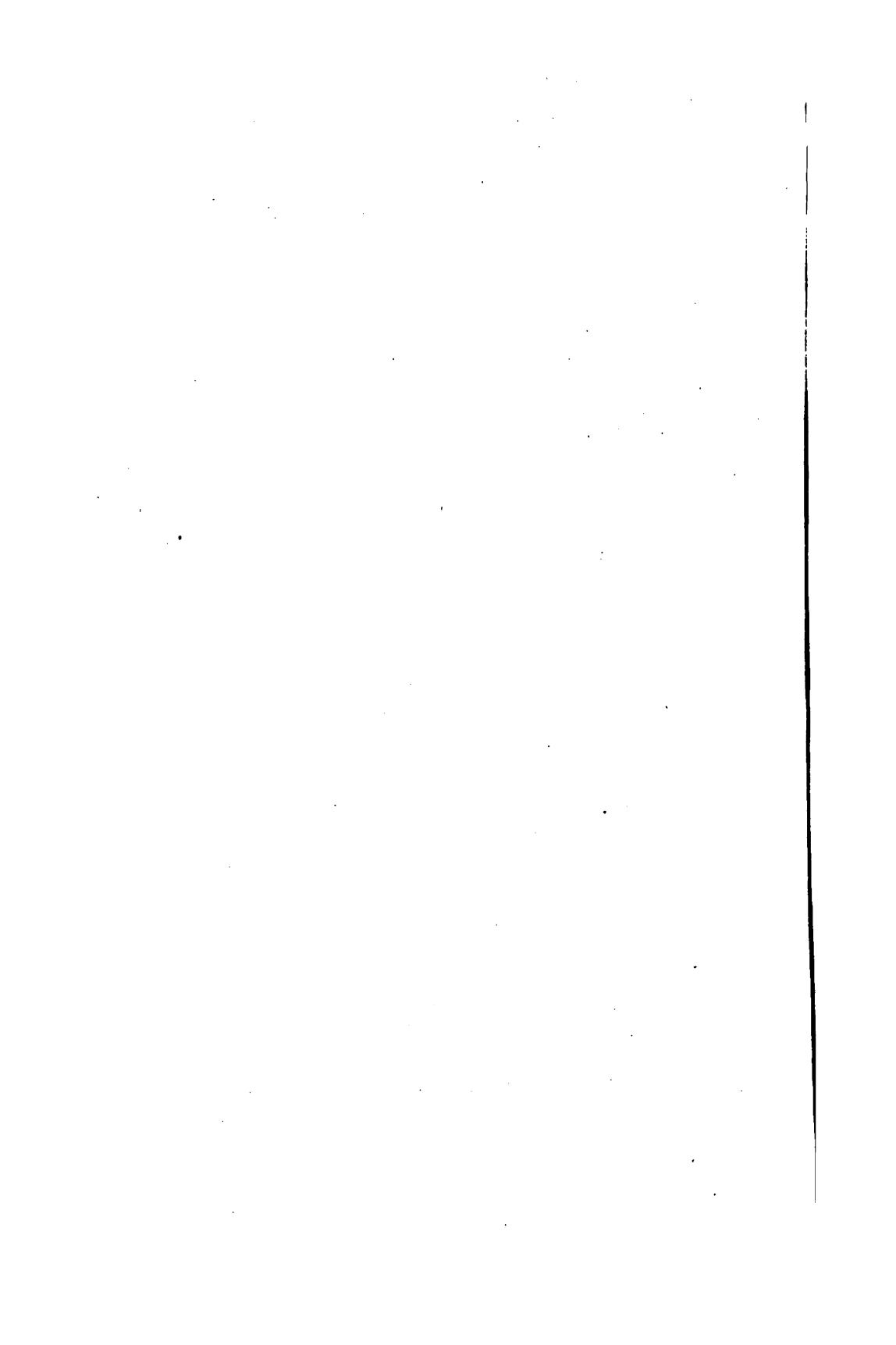
Major General, U. S. Army  
Commanding.

## CONTENTS

CHAPTER	PAGE
I. ORGANIZATION OF THE REGIMENT . . . . .	1
II. VOYAGE TO FRANCE . . . . .	9
III. S. O. S. WORK . . . . .	20
IV. PÉRONNE SECTOR . . . . .	30
V. SOMME DEFENSIVE . . . . .	35
VI. AMIENS SECTOR . . . . .	43
VII. AISNE DEFENSIVE . . . . .	55
VIII. CHATEAU-THIERRY SECTOR . . . . .	57
IX. CHAMPAGNE-MARNE DEFENSIVE . . . . .	65
X. AISNE-MARNE OFFENSIVE . . . . .	93
XI. VESLE SECTOR . . . . .	114
XII. SAINT MIHIEL OFFENSIVE . . . . .	127
XIII. MEUSE-ARGONNE OFFENSIVE . . . . .	133
XIV. ARMY OF OCCUPATION . . . . .	177
XV. RETURN OF THE REGIMENT . . . . .	186

## MAPS

MARNE BATTLE GROUND . . . . .	<i>Front lining</i>
MEUSE-ARGONNE OFFENSIVE . . . . .	<i>Back lining</i>





## 2 HISTORY OF THE SIXTH U. S. ENGINEERS

came to be known as Camp American University.

The personnel of the regiment during the first weeks changed rapidly. Major Warren T. Hannum assumed temporary command on May 18, with Captain John W. Stewart and Captain John N. Hodges as acting battalion commanders of the First and Second Battalions, respectively. Regimental Orders No. 1, dated May 17, 1917, assigned officers to the different companies as follows:

Company A, First Lieutenant Thomas B. Larkin.

Company B, First Lieutenant Edward G. Bliss.

Company C, Captain John W. Stewart.

Company D, Captain John N. Hodges, First Lieutenant Ernest F. Miller.

Company E, First Lieutenant Edwin C. Kelton.

Company F, First Lieutenant Holland L. Robb.

Adjutant and Supply Officer, First Lieutenant William H. Holcombe.

Colonel John Biddle and Lieutenant Colonel Henry Jervey joined the regiment near the end of May. On June 23 the Sixth lost Colonel Biddle by reason of his promotion to the grade of brigadier general. Colonel Jervey assumed command, and under his direction the most critical part of the formative period of the Sixth was passed. In a few months the organization increased in strength from about three hundred to twelve hundred. It is due largely to the personality of Colonel Jervey that there was instilled into the regiment the pride of organization, the spirit to make good, the unity of purpose, and the close feeling of friendship that have always marked it.

The days at Camp American University were busy ones. It was necessary to receive the great

## HISTORY OF THE SIXTH U. S. ENGINEERS 8

influx of recruits and train them, with but one officer to a company and only a few old non-commissioned officers. Close order drill, hikes, parades and engineer drill filled up the day. The organization of the regiment was rapidly shaping itself. Promotions to both regimental and company positions were rapid. Many of the old non-commissioned officers received commissions. Meanwhile, due to the proceeds of the regimental exchange, the company funds were rapidly increasing. Assistance in this venture was received by patronage from the officers' training camp established nearby.

During July and August there were many changes and additions to the officer personnel. Second Lieutenants W. F. Heavey and David L. Neuman were transferred to Company C, Second Lieutenant Harris Jones to Company D, Second Lieutenant Walter P. Burn to Company F, and First Lieutenant Ernest F. Miller to the First Engineers. On June 7 Captain John W. Stewart was relieved from command of Company C and appointed Regimental Adjutant. During July and August the regiment received its first large increase of officers from the engineer officers' training camp, the officers being as shown in the following roster:

### MEDICAL OFFICERS

Major Cox, Samuel C., June 5, 1917.  
Captain Darnell, Moses H., July 10, 1917.  
1st Lieut. Cooney, Thomas E., July 10, 1917.  
1st Lieut. Bird, Stephen C., July 14, 1917.  
1st Lieut. Sacco, Anthony G., November 30, 1917.

### *Reserve Officers*

Captain Wolfe, Walter McI., July 23, 1917.  
1st Lieut. Adams, Donald B., July 27, 1917.  
1st Lieut. Allen, Thomas J., July 27, 1917.

## 4 HISTORY OF THE SIXTH U. S. ENGINEERS

1st Lieut. Berry, Curtis S., July 27, 1917.  
1st Lieut. Harlow, Woodward L., July 27, 1917.  
1st Lieut. Crane, Albert E., July 27, 1917.  
1st Lieut. Wilson, Archibald, July 27, 1917.  
1st Lieut. DuBois, George B., July 27, 1917.  
1st Lieut. Winslow, Francis, July 27, 1917.  
1st Lieut. Rossell, Paul F., July 27, 1917.  
1st Lieut. Hill, William V., August 1, 1917.  
2nd Lieut. Hefler, Richard E., August 8, 1917.  
2nd Lieut. Peterson, John P., August 8, 1917.  
2nd Lieut. Allen, Charles S., August 8, 1917.  
2nd Lieut. Conrad, Frederick U., August 8, 1917.  
1st Lieut. Ellsworth, Edward E., August 8, 1917.  
1st Lieut. Wall, John J., August 8, 1917.  
2nd Lieut. Dedicke, Ernest C., August 8, 1917.  
2nd Lieut. Fowler, Charles, August 15, 1917.  
2nd Lieut. Hoyt, Frank, August 15, 1917.  
Captain Whitney, Clarence E., August 16, 1917.  
Captain Taylor, Wyatt U., August 20, 1917.  
2nd Lieut. Simmons, Harry M., August 15, 1917.  
2nd Lieut. Ralph, Kendrick J., August 27, 1917.  
1st Lieut. Perry, Edward H., September 1, 1917.  
1st Lieut. Clark, Gilmore D., September 1, 1917.  
1st Lieut. Bail, Hamilton V., September 21, 1917.  
1st Lieut. Hesterley, Homer L., September 21, 1917.  
1st Lieut. Gibbs, William W., September 21, 1917.  
1st Lieut. Raglan, Herbert S., September 21, 1917.  
1st Lieut. Heider, Lewis G., September 21, 1917.  
2nd Lieut. Iry, Clarence M., September 21, 1917.  
2nd Lieut. Birney, Knox B., September 21, 1917.  
2nd Lieut. Milliken, Alfred, September 21, 1917.  
2nd Lieut. Griffith, John J., September 21, 1917.  
1st Lieut. Sherman, Wm. P. (Chaplain), November 12, 1917.

### *Regular Officers*

Captain Jones, Kenneth S., September 9, 1917.  
Captain Harris, Charles D., September 20, 1917.  
Captain Pohl, Herman, September 20, 1917.

### *Temporary Officers*

2nd Lieut. Murphy, James J., August 8, 1917.  
2nd Lieut. Inglis, Grover C., August 8, 1917.  
1st Lieut. McCaro, Frederick, August 30, 1917.  
2nd Lieut. Murphy, Jeremiah J., September 13, 1917.  
2nd Lieut. Cronin, John J., September 13, 1917.

## HISTORY OF THE SIXTH U. S. ENGINEERS 5

On July 24 the First Battalion, under Major Hannum, moved to Belvoir, Va., for target practice. This camp was afterwards named Camp Humphrey. The Second Battalion remained in camp at American University and continued its drill schedule. It also furnished many instructors for the officers' training camp, and received for instruction several officers daily per company from among the student officers. August 22d, after the departure of the First Engineers for foreign service, the Second Battalion moved to Washington Barracks, and two days later marched to Belvoir to relieve the First Battalion, which returned to Washington Barracks.

The work at Belvoir was valuable and instructive. The troops all had an opportunity to fire the record course on the range and to practice bridge building and road making. At this time the dock at the camp was completed by the men of the Sixth. A new dock was built parallel to the existing structure and the two connected by a dock head.

Upon the return of the Battalion from Belvoir a comprehensive drill schedule went into effect at the barracks, under Colonel W. W. Harts, who had succeeded to the command of the regiment after the promotion of Colonel Jervey to Brigadier General. Inspections and parades increased in number and interest. Every one worked with feverish excitement, owing to the frequent rumors that the regiment was soon to leave for France. October saw the arrival of a large consignment of troops. The companies were brought to the authorized strength of two hundred and fifty men, and in most cases this number was exceeded, some companies having as

## 6 HISTORY OF THE SIXTH U. S. ENGINEERS

high as two hundred and eighty. With these recruits came an epidemic of mumps and scarlet fever. The recruits were camped on the parade ground, and others were quarantined near the old chapel. To many of them it was their first bit of outdoor life, but they found it enjoyable except when their bed-sacks floated around during some of the severe rain storms.

During the stay at Camp American University and at Washington Barracks the Sixth Engineers played as well as worked. In many ways the men of the regiment found their way into the hearts of the people of Washington and vicinity. The personnel of the regiment was remarkably good. Students, business men, professional men, skilled mechanics and artisans formed the majority. They were the kind that mingled readily with the Washingtonians, making a splendid impression wherever they went. Too much cannot be said of the kindness shown them by the people of Washington. Thanksgiving Day there was no one left at the barracks for Thanksgiving dinner, each man having received one or more invitations for dinner.

## ORGANIZATION OF SIXTH ENGINEER TRAIN

ON August 16, 1917, Captain Earl J. Atkinson, Corps of Engineers, called a meeting of the future officers of the Sixth Engineer Train in the electrical laboratory in the basement of Headquarters Building, Washington Barracks, D. C. The object of this meeting was to organize the Train, which he had

## HISTORY OF THE SIXTH U. S. ENGINEERS 7

been authorized to organize on August 20, 1917. The officers present at this meeting were, in addition to the Commanding Officer:

First Lieutenant George B. Du Bois.

First Lieutenant George F. Young.

Second Lieutenant Harry M. Simmons.

Second Lieutenant John Law.

Eighty-two enlisted men were selected from the personnel of the various companies and an order issued from the Adjutant General of the Army authorizing their transfer to the Sixth Engineer Train. On August 20, 1917, the first formation was held and the regular routine, including chauffeurs, wagoners and infantry schools, was in order. Gradually the horses, mules, wagons and equipment arrived. The bull-pen on the parade ground was used as a corral for the animals, much to the disgust of the junior officers quartered in the building nearby.

About the first of September Captain E. J. Atkinson, the original commander of the Train, who through his energy and far-sightedness had in a few days organized a group of men into a living organization and instilled in them great enthusiasm, was promoted to the rank of major, relieved from the Train and placed in command of the Twentieth and Thirtieth Engineers. Also at this time a searchlight battalion was formed which took away First Lieutenant L. F. Young, and Second Lieutenant J. Law was transferred to the Fifth Engineer Train, on the Mexican border. This left First Lieutenant G. B. DuBois in command of the Train, assisted by Second Lieutenant H. M. Simmons, with the personnel selected from the companies of the Sixth Engineers.

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## 8 HISTORY OF THE SIXTH U. S. ENGINEERS

On September 16, 1917, the Quad trucks arrived. The next day drivers and helpers were assigned. Work began immediately and the following days were given to hauling both material and men for the regiment.

## THE VOYAGE

ALL during the fall months the air had been full of rumors concerning the approaching departure of the regiment. Inspection of kits was more frequent, and the preparation of company and regimental property for shipment was completed during the latter part of November. Finally definite orders for embarkation were received, and during the last few days of November, 1917, every one in Washington Barracks was busy preparing to leave. On Saturday, December 1st, the regiment was inspected by the commanding officer, Colonel Harts. Every officer and man was required to be fully equipped and ready to leave.

The next day, Sunday, December 2nd, 1917, every one knew that the last day of the stay in Washington Barracks had come. The parade ground was thronged with visitors, and the whole post bustled with excitement. Towards evening the regiment was formed by battalions near the flagpole on the parade ground. Check roll-call was held for all organizations, arms and equipment were stacked, and the regiment waited final orders to move. At 6:00 o'clock the bugles sounded, and to the music of the Engineer Band the regiment marched out through the big iron gates of Washington Barracks.

The regiment was entrained in three sections, the first section at 14th Street, the second and third at 3rd and 6th Streets. The men occupied day coaches,

## 10 HISTORY OF THE SIXTH U. S. ENGINEERS

three men to two seats, with Pullmans attached for the officers. Sections pulled out one after another at short intervals, and started on their journey to Jersey City. The regiment reached its destination early in the morning of December 3rd, 1917, and detrained in the main station, everybody being very sleepy, cold, and hungry. From the station the regiment marched directly across to the ferry, and after a short delay was ferried to the docks, where the transports lay ready for the journey overseas.

The afternoon of December 3rd, 1917, found the regiment embarked and settled on board its respective transports. The First Battalion and Headquarters were on the S.S. "George Washington," and the Second Battalion was on the S.S. "Huron," which lay at the opposite dock. It is interesting to remember that at the same pier lay the Leviathan, formerly the Vaterland, which was then undergoing final preparations for service as an army transport.

The George Washington, which had been a German boat under the same name, was at that time the third largest transatlantic boat. It had been seriously damaged by the Germans and had just come out of the Brooklyn Navy Yard. This trip was her first adventure as a United States transport. No one will ever forget how close the quarters seemed. The three-tier iron bunks were so crowded as hardly to allow any movement whatever through the ship, and there seemed to be no end to the number of decks which were so fitted with these bunks. The officers were not much better off, there being four to each very small stateroom, which allowed no room to turn around and scarcely enough to breathe.

## HISTORY OF THE SIXTH U. S. ENGINEERS 11

The commanding officer, Colonel Harts, was in command of all troops aboard the George Washington, which besides the engineers carried casual officers, including several major generals, about five thousand negro labor troops, medical and quartermaster troops, and sixty-five nurses. Lieutenant Colonel Hodges was in command of all troops aboard the Huron, which, besides the engineers, carried other troops of practically all branches of the service.

The ships remained at the pier until the evening of December 4th, when things suddenly awoke to great activity on the part of the navy personnel. At 11:00 o'clock the George Washington slipped its moorings and proceeded slowly down the harbor, followed by the Huron. The morning of the 5th found the two transports, escorted by the battleship Montana and one torpedo-boat destroyer, out of sight of land, started on a voyage which was to last sixteen days. On board the George Washington the mess space on the lower deck was set aside after each meal for all sorts of impromptu entertainments. There was wrestling in which all the troops were represented, and the Quartermaster Corps produced some singers. There was boxing and dancing by the negro stevedores. Private Powell of A company furnished a great deal of entertainment on the voyage by hypnotizing representatives from all the organizations, and putting his victims through all sorts of ridiculous antics.

During the day there was work to keep all hands busy. The stevedores furnished all the fatigue details aboard the ship. Company A of the Sixth furnished the lookouts, who were posted around the

## 12 HISTORY OF THE SIXTH U. S. ENGINEERS

ship and were continually on the watch for anything suspicious. B and C companies furnished the ship guards.

From the temperature it was quite evident that the convoy was headed south after leaving New York. Judging latitude by the temperature and longitude by the changes in ship time, and the watches which were kept at New York time, furnished the only means at any time during the voyage of determining the position of the convoy.

The second day out the first experience of rough weather was encountered. Almost immediately a large proportion of the men aboard experienced the usual attacks of seasickness. Fortunately this storm was of short duration, and by the next day the weather was again fair and very warm. The maneuvering of the ships, pursuing a zig-zag course, always seemed to be of interest to the men. This was especially so after the ships entered the so-called "Submarine Zone," when the zig-zagging was much more pronounced and changes in course very frequent.

The target practice of the gun crews was watched with great interest by all aboard. The battleship would tow a target, at which the two transports directed their fire. The accuracy of this fire was indeed gratifying to the men.

On the morning of the 9th the destroyer turned and soon disappeared over the horizon in the direction of home. This was the last the convoy saw of the destroyer, as the troop ships proceeded under the protection of the cruiser.

For several days and nights the weather continued very fine, the nights being bright with a full moon,

## HISTORY OF THE SIXTH U. S. ENGINEERS 18

and the water glistening with phosphorescence. On the morning of the 15th several irregularly shaped vessels appeared on the horizon. As they approached they were revealed as six destroyers. These boats were camouflaged in a manner at that time very strange to every one, but as they dashed in toward the convoy, waved a greeting, and slipped into their respective places on each side of the transports, it gave all aboard the transports the most wonderful feeling of security. Everybody appreciated seeing the American flag flying on each destroyer and the generally efficient appearance of these ships, which had been protecting and guarding convoys for some months. Soon after the arrival of these boats, the cruiser Montana turned, left the convoy, and disappeared over the eastern horizon.

On the 16th the convoy ran into an extremely bad storm. The sea began to pile up and soon it was impossible to be on deck. The storm grew worse all that day and into the night. The waves were large enough to sweep across the deck of even as large a ship as the George Washington. The George Washington suffered more from this than the Huron, which was lighter. The George Washington lost almost all of her life-boats and some of her deck structure. On the morning of the 17th, when the worst of the storm was over but the sea still running high, the first casualties occurred. C company was on guard and had a post at the stern in a small deck house covering a machine gun. As the corporal of the guard was visiting this post a high wave broke over the ship, tearing away this deck house, and washing overboard Corporal Kehl and Private Smith of C company. Although these

## 14 HISTORY OF THE SIXTH U. S. ENGINEERS

men, equipped with their life belts, were seen struggling in the waves, the storm was still too severe to make any attempt at rescue possible.

During the storm a large proportion of the troops were very seasick, and owing to the number of men on board this made living quarters very disagreeable. However, many humorous things happened which afforded those unafflicted with seasickness many opportunities for hearty laughter. The observation post in the crow's nest was occupied by an officer and a sailor, and was never popular, as far as the officer went, in rough weather. On this particular morning the troops were treated to the spectacle of the officer reaching the crow's nest only with great difficulty, and the sailor draping himself over the edge, a victim to the prevailing malady. The messroom floor, already difficult to stand on because of the lurch of the vessel, was made many times worse by the food which was dumped over. Owing to the impossibility of maintaining equilibrium or a foothold, many knocks and bruises were sustained by men who were thrown from one side of the ship to the other, slipping and sliding through the slime of stew and coffee to bring up solidly against a stanchion or the side of the ship. To the relief of all the sea abated in the afternoon of the 17th, and before long the weather was as beautiful as ever.

On the morning of the 19th, a cheerless, gray day, eight of the sailors bore away to the ship's morgue the metal casket containing the body of Wagoner Richard A. Lawless, Company C, who died on December 17th. On the morning of the 20th every one aboard was startled by the bark of

## HISTORY OF THE SIXTH U. S. ENGINEERS 15

the guns aboard the transports. From the deck of the ship the destroyers could be seen driving toward a point some distance in front of the convoy. Watching where the projectiles struck the water the surface was seen to be agitated in a streak which appeared to travel at a very rapid rate. For a moment every one knew that at last submarines had sighted the boats, and that a torpedo was approaching too swiftly to be avoided. From its direction, it seemed sure to hit its mark. The relief was very great when the disturbance proved to be a school of porpoises which flashed by just in front of both transports. Later the same morning, a cloud, which gradually resolved itself into land, appeared on the horizon. Soon a lighthouse loomed up ahead and the red cliffs of Brittany stood out clearly. The next thrill was an aeroplane, which came darting down over the ship, bidding a hearty welcome to the arriving troops.

At 10:45, ship's time, the George Washington passed into the outer harbor of Brest and proceeded to her anchorage outside of the breakwater. During the previous night the Huron left the George Washington, headed for St. Nazaire, and by evening of the same day that the George Washington anchored at Brest, was piloted through the harbor mines to an anchorage at the mouth of the Loire River.

During the delay between the arrival and the debarkation the transports were surrounded by a multitude of small boats selling fruit and pastries. After the voyage the chance to buy almost anything was welcomed, especially the chance to get the fruit; consequently the small boats, each with one or two

## 16 HISTORY OF THE SIXTH U. S. ENGINEERS

Brittany women aboard, did a lively business. These people, dressed in very queer caps, large, loose garments, and wooden shoes, were at that time very novel and interesting to all.

### THE TRAIN

MEANWHILE, the Train had had its own adventures on the trip over. Early in November orders stating that the Engineer Train would leave Washington Barracks, D. C., on November 15, 1917, came. Excitement ran high and every one did his utmost to finish the job of packing. Sixty-five cars were ordered and the work of disassembling the wagons of both Train and regiment was begun and completed in two days. The equipment was loaded upon our Quad trucks and rushed to the railroad yards at 15th Street. The big task of loading was carried on so quietly that it was doubtful whether passing civilians knew what was going on. The Train was all loaded, but on account of unavoidable delays did not pull out until the following noon. Finally the "highball" was given and the Train slid out of the yards on its way to Newport News, Va. Every one was in good spirits, for at last they were on their way to France.

The Train pulled into Newport News, Va., at 2 A. M. the morning of November 17th, 1917. The orders were to unload immediately. Car by car the stock came off and about dawn the last horses were in the corral. Every one then gathered around the field range and waited impatiently for the first "chow" in the field. Orders came that the freight

must also be unloaded from the cars immediately. Everybody put his shoulder to the wheel and by 10 A. M. tons and tons of engineer material, equipment, wagons, harness and motor trucks were on the ground. This accomplishment of a difficult task brought forth very high personal commendation from the Commanding Officer of the Port of Embarkation.

Then followed three long weeks of moving freight from place to place, and hauling it to the docks. Everything was ready when, on December 7th, the U. S. Army Transport Eagle swung in alongside. The next morning, after breakfast aboard the boat and a physical examination, nine hundred head of stock were loaded in spite of the pouring rain. At 3 P.M., the ropes were cast off and the Eagle steamed out into the bay, becoming a part of the American Expeditionary Forces.

The Eagle steamed from Newport News, Va., to Hampton Roads, and then to Tompkinsville, Staten Island, where an accident to the steering gear occurred. This mishap caused the Eagle to miss her convoy, which left New York on December 11, 1917, and this made it necessary to lay over until December 19, during which time the life boats, life rafts and other equipment was procured.

At 9 A. M. on the morning of December 19, 1917, the Train again started on its long voyage across the Atlantic, headed for France, joining in a convoy of about forty-five ships. Three different times the steering gear gave trouble, the last being on the morning of the 26th, at 1:30 A. M., after having battled the storm of Christmas Day. Daylight found the transport in the trough of the seas

## 18 HISTORY OF THE SIXTH U. S. ENGINEERS

with the remainder of the convoy about six hours over the horizon, and the smoke of a steamer, a suspected German raider, on the horizon. An inspection proved that the steering gear was out for good and that there was a crack in the rudder shaft, so that it was necessary to rig up a makeshift steering gear, which enabled the ship to turn and head back again for New York, arriving at Tompkinsville, Staten Island, after two more days of heavy seas and fogs, on January 1st, 1918.

The next morning a tug towed the boat into Hoboken. Lighters were brought alongside the transport and the unloading of the animals began. The work of cleaning the ship was finished and passes issued to the men. After eighteen days spent in repairs and to provide more ventilation for the animals the boat was reloaded with the stock and food and again put out to sea at 3 P. M., January 19, 1918, with a convoy of thirty-five ships.

Everything went smoothly until January 26th, when an extremely heavy storm was encountered, which washed away life-boats and life-rafts. The cook's galley and the forward deck horse stalls were also washed away. It was during this storm that Sergeant Harry J. Burns risked his life, not in the heat of battle, but in the homely task of nailing cleats on No. 1 hatch which had become partly demolished and in the opinion of the master of the ship probably saved the ship with its cargo, men and animals. For this Sergeant Burns received a personal letter of commendation from General Pershing. The units of the second convoy were lost and the captain opened his sealed orders and de-

## HISTORY OF THE SIXTH U. S. ENGINEERS 19

cided to make a run for a French port without a convoy.

At 9:15 P. M., February 3, 1918, something was seen approaching from the starboard. The course was immediately changed, and what was supposed to be a torpedo passed very close. Continuing on our zig-zag course, on February 5th, off Penman Light, the engines were stopped to permit a French naval officer to board the ship. At 1 P. M. that afternoon two United States destroyers arrived, and were followed to La Pallice, France, where the Eagle awaited orders. At 6 P. M. orders were received from the destroyer commander to follow and zig-zag until 6 A. M. the next morning. Picking up the steamer El Occident that night, the ship sighted La Pallice on the following night. The pilot ran into a torpedo net as he entered the harbor and spent three hours getting loose, with the assistance of two tugs.

At daybreak, helped by the tugs, the Eagle reached her anchorage, and the men were happy to see and step on land. Sixty-two days were spent on board the Eagle, thereby probably establishing an A. E. F. record for a trip across the Atlantic.

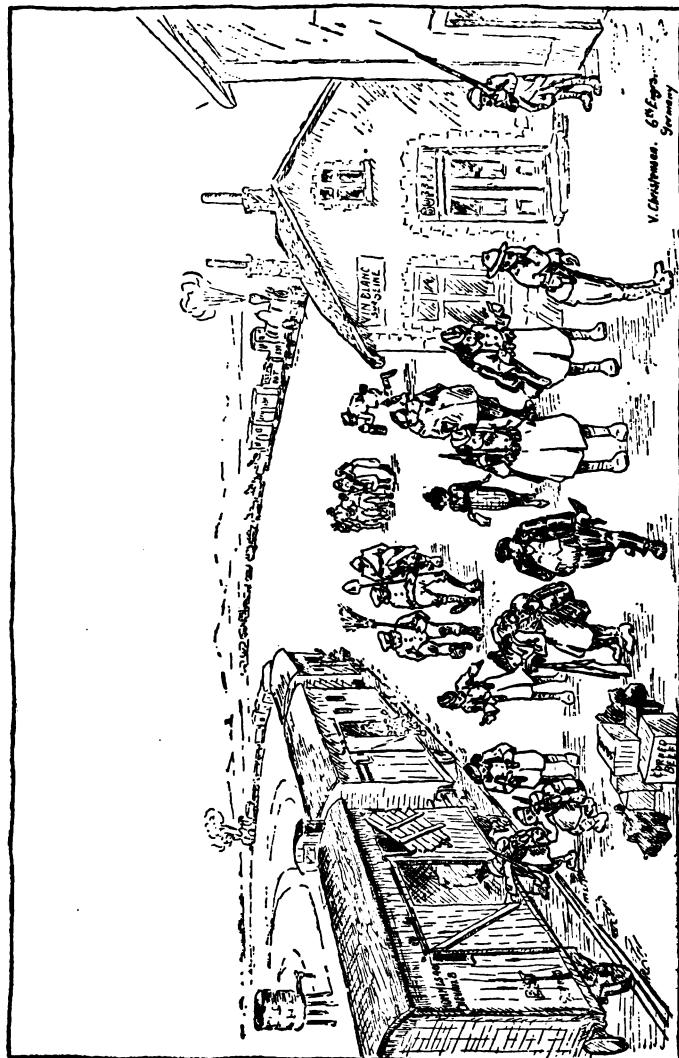


## FIRST BATTALION IN THE SERVICE OF SUPPLY

**O**N the afternoon of December 23, 1917, the first battalion of the Sixth Engineers debarked from the U. S. S. George Washington at Brest and prepared to entrain for interior France. While waiting for the hour of departure, each of the companies was marched by its company commander up the hill to the city, and for an hour enjoyed the strange new sights and sounds of a foreign land. At 6 P. M. the battalion returned to the railroad yards and proceeded to entrain. After loading upon a string of toy box cars, placarded with the already famous sign "8 Chevaux 40 Hommes," enough "corn bill" and hard tack to last out the trip, the chef de gare hopped excitedly about the yards tooting his little tin horn. After a few preliminary wheezes, puffs and grunts, the little, old engine settled down to business and the journey was begun.

The cold was intense and the men soon began to suffer from frost-bitten feet, ears and fingers. Many tried to light fires in the cars, but the only results were a great deal of smoke and many watery eyes. The monotony of hard tack and "willy" was somewhat relieved by the bread which was put into the cars at two or three stops along the way, and by the coffee stations. At these latter the men would eagerly crowd off the cars, cup in hand, and race

## HISTORY OF THE SIXTH U. S. ENGINEERS 21



EN FRANCE

## 22 HISTORY OF THE SIXTH U. S. ENGINEERS

towards the cans to get the swallow of coffee which might be their last for several hours.

Despite the cold and the suffering resulting from it, a great deal of curiosity and eager interest was displayed by the men toward this land through which they were traveling. The quaint clothing and wooden shoes, as well as the odd habits and customs of the people, were the subject of much discussion and many questions. The French soldiers also came in for a good share of interest, especially if any wore fourrageres, or a Croix de Guerre. Their famous old battle cry, "Avez vous une cigarette," was laughingly complied with. The thatched roofs in the country, the village wash houses, and the town pumps where nearly every one came for water, were sources of wonder and amusement, also. French newspapers were eagerly bought up and read, the men speculating upon the situation at the front and the other news of the day.

After fifty-six hours of continuous travel the battalion finally arrived at its destination, the little town of Prathoy in the department Haute Marne, at 11:45 P.M. on Christmas Eve. Here, amid much noise and confusion, the outfit detrained. Headquarters Detachment, with A and B companies, remained in Prathoy, while C company marched to Vaux-sous-Aubigny. Billets were soon found and the men sought a much needed rest.

The following day was a Christmas never to be forgotten. There was little to eat and no warmth to be had, though many of the civilian population took soldiers into their homes and warmed them and gave them a good dinner. The cafés were crowded all day by men seeking what comfort and

warmth they could find in the wines and liquors of France.

The first three weeks in this new land contained untold hardships. The baggage failed to arrive and the companies had nothing to cook with beyond a few grape kettles lent them by the villagers. Rations were slow in coming and of no variety whatever when they did arrive. Almost nothing could be bought from the civilians other than a meager supply of potatoes, and consequently "chow" was very poor. It consisted chiefly of coffee, bacon or roast beef stew, and one piece of bread per meal. There was snow, rain or sleet every day. No stoves were to be had and fires were almost unknown in the billets. Many of the men were taken sick with pneumonia and rheumatism and had to be removed to the hospital. Finally the baggage arrived and rations began to improve. A few days later stoves were obtained and the situation was greatly relieved.

It was at this time that Corporal Allen, Privates Murphy, Applegate, Cassidy, Nelson, Betty and Pennington, Company A; Privates Millen, Cochran and Campbell, Company B; and Privates Hastie, Marnell, DiClementi and Walters, Company C, were evacuated to the hospital because of frozen feet and pneumonia, due to exposure. Private Hastie's case was so severe that after a lingering illness he died. Colonel Hart left the regiment at this period and Colonel Hodges succeeded to the command.

Work on the construction of barracks in the surrounding towns and throughout the Tenth Divisional Area was carried on. On January 6, 1918, Company A left Prathoy, a detachment of one hundred

## 24 HISTORY OF THE SIXTH U. S. ENGINEERS

men going to Neufchateau and the remainder to Aulnois for the construction of hospital barracks. On the 26th of the same month Company C was also ordered away from Vaux-sous-Aubigny. Two platoons went to Liffol le Grand for barrack construction, the other two to Bazoilles-sur-Meuse for the unloading and storage of barrack material. The detachment of Company A at Aulnois was ordered back to Prathoy during the early part of February for the construction of hospital barracks in this immediate area. The detachment from Company C at Liffol le Grand was ordered to join the remainder of the company at Bazoilles, where work on the construction of a large base hospital was commenced. The construction work continued at these places until April 18, when the battalion, minus Company B, which had left for the front on February 10, was ordered to assemble at Bazoilles. Here it trained for a week at gas drill, shooting, grenade throwing, bayonet fighting and field fortification. Lectures were given on these subjects and everything was done to make the best of the short time left to the battalion before it entrained for the British front to join Headquarters and B and D companies. On the 25th of April orders came for the battalion to entrain for Hangest, where it took up the thread of its many and varied experiences as a combatant outfit.

## SECOND BATTALION

THE Second Battalion, on disembarking at St. Nazaire, was the object of the same curiosity on the part of the natives as the first, and in turn the men

were amused and interested by the novel sights. The inevitable train composed of French box-cars was waiting and into each car crowded forty men, together with four days' rations of "corned bill" and hard bread.

The weather was bitter cold. It snowed incessantly, there was no straw in the cars, and the men were so crowded as to make it an impossibility to unroll packs. But they were contented at the beginning of this new adventure, sang until they were hoarse, then rummaged around for a place where they could sleep. Those who found room enough to lie down were fortunate, because the majority could not. The first bitter cold night passed with no way of keeping warm. Stopping early in the morning at a French coffee station and receiving a hot cup of coffee revived the spirits of the men. Another evening approached, and once more they passed through a night of bitter exposure to the cold.

At 3 P. M. December 28, 1917, the journey terminated and they unloaded at the quaint village of Champlite, a hungry, dirty, cold bunch of men. Through a foot of snow they marched to the town amidst the curious natives, who had turned out to see their first American soldiers. Here the battalion was divided into sections and billeted, some drawing houses, others barns. After a day or two small stoves were shipped in, but owing to the scarcity of wood it was difficult to keep warm. Soon the battalion was put to work unloading barracks and carrying them to the place of erection. Most of the men by this time had acquainted themselves with the cordial people in the village, it being a common

## 26 HISTORY OF THE SIXTH U. S. ENGINEERS

sight to see the men sitting around a table with the people of the house. The bathing facilities consisted of a borrowed wash-basin and water heated on the small stove.

New Year's Day was spent in this town. January 12, 1918, at 7 A. M., E company, with Captain H. E. Kelton in command, entrained and journeyed to Gondrecourt, arriving January 15th. They were detailed on special engineering work, constructing the First Corps School. On February 12, 1918, a detachment from this company under the supervision of Lieutenant F. A. McCaro, together with Sergeant 1st Class Burgman, left the company to erect a complete unit for a base hospital in Rimacourt. The remainder of E company, now under command of Captain K. S. Jones, moved to Rimacourt April 5, 1918.

D and F companies continued to erect barracks at Champlitre in bitter cold weather, the majority of men without mittens, working eight hours a day and facing the onion barrage for sixty-three meals straight with no reinforcements. In those early days the spirit of the Sixth was just starting on its vigorous growth. On January 28th, at 10:30 P. M., F company, under command of Captain H. L. Robb, entrained and traveled to Bazoilles-sur-Meuse, arriving January 29th, and joining the detachment of C company, engaged in the construction of seven hospital units of one thousand beds each. The men worked with the sole idea of completing the task and getting to the front. Lieutenant Iry, with Sergeant Furst as an assistant, handled the construction work for F company. Credit is due Sergeants McCue, Sweeney and Orr, Privates Ruman and Sellers

## HISTORY OF THE SIXTH U. S. ENGINEERS 27

- for the water system, and to Sergeant La Baw for the installation of the electrical equipment.

D company was at Champlitre until February 10, 1918, when they left with Captain H. Jones in command on special orders to proceed to the British front, along with B company and Headquarters company, which they joined en route to Peronne. On April 13, 1918, E company received its first issue of wrapped leggings and overseas caps at Rimacourt, and the first inspection with this new issue will always be remembered. They left Rimacourt April 18, 1918, and joined A, D, and F companies at Bazoilles-sur-Meuse the same day. Here the four companies went through intensive training for front line work. On April 25th they entrained for the trip to the British front, passing through the peaceful valley of the Marne and Château-Thierry, which on the return trip was "No-Man's-Land."

## THE TRAIN

AT La Pallice the Train, desiring to join the regiment as rapidly as possible, offered the services of the personnel of the Train for unloading the ship. The offer was accepted by the port authorities and the work proceeded rapidly. On February 20, 1918, orders were received and the personnel of the Train, together with its motor transportation, started overland for Prathoy, France, where it arrived after five days of traveling, on February 25, 1918.

At Prathoy was experienced the first detached service, as six trucks left the Train for duties with the companies. The Train at Prathoy handled ma-

## 28 HISTORY OF THE SIXTH U. S. ENGINEERS

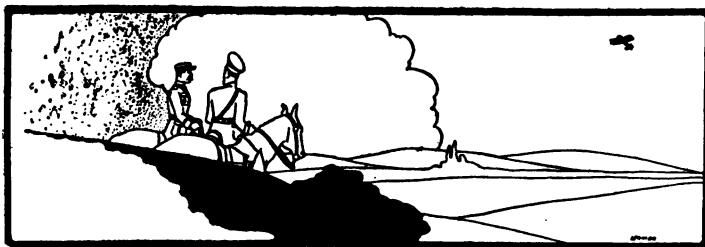
terial for building the hospitals, plowing through the French mud. Later the Train was reorganized, having finished its work at Prathoy, and proceeded with the companies to Bazoilles-sur-Meuse, where the building of a group of hospitals was under construction. The Train trucks hauled building material and stone for the roads, and did all sorts of generally necessary work.

This was continued until the 20th of April, when Major Larkin, Commander of the Post, received orders to proceed to the British front, and the train was put in readiness for entraining. About this time, having an intimation that the Train was not to be included in the order to move to the British front, as the embarkation orders had instructed that the Train report to the Commanding General, Third Division, upon arrival overseas, and as there had never been any orders except a verbal order by a lieutenant to report to Bazoilles-sur-Meuse for work, it was decided among the officers of the Train to disregard consequences and slip out in the night, and proceed to the British front.

At 7 P. M., April 20th, Lieutenant H. M. Simmons and the entire motor section left Bazoilles-sur-Meuse overland for the British front by way of Versailles, traveled all night, and rested the next morning, before proceeding on its way. About 2 P. M. on April 21st, Major Larkin, who had been following the trail, caught up to the Train at Troyes, and ordered Lieutenant Simmons to report back to Bazoilles-sur-Meuse. The next evening the outfit was back at Bazoilles-sur-Meuse, and started again on road building. The next day the detachment of the Sixth Engineers entrained on its way

## HISTORY OF THE SIXTH U. S. ENGINEERS 29

to the battle grounds on the British front, leaving nothing for the Train to do but grin and bear it. However, the joyful day of entraining for active service came on June 3rd, enabling them to leave the mudhole of Bazoilles-sur-Meuse. The wagon section of the Train was loaded on the French cars, and the motor section, under the command of Lieutenant Simmons, proceeded overland, bound for the Château-Thierry sector.



PÉRONNE SECTOR, FEBRUARY 10th TO  
MARCH 21st, 1918

**O**N February 5th telegraphic instructions were received from General Headquarters, American Expeditionary Forces, directing Headquarters Detachment and Companies B and D to move to Doingt, near Péronne, for instructions and training in bridge work with the British Engineering Force. On the morning of the 9th the train for Company D was placed at Champlitté, and on that same night Headquarters and Company B left Prathoy. The entire detachment arrived at Doingt on the afternoon of the 12th, where they found tents pitched on the outskirts of the town. Great interest was manifested in the shell-holes, trenches and dug-outs in the vicinity. Here, for the first time, was heard the roar of the guns along the line, and at night the sky was lighted by their brilliant flashes. Here the detachment saw the havoc a "310" shell can make.

On the 13th the detachment of one hundred and twenty men from Company B, under the command of Lieutenant T. J. Allen, went in lorries to Voyennes to start work on heavy steel bridges over the Somme river and the canal. With Lieutenant Allen were Lieutenant Raglan and Lieutenant Hefler. Lieutenant Hefler was in command of the work on the bridge erected over the Somme at Voyennes, and

## HISTORY OF THE SIXTH U. S. ENGINEERS 31

Lieutenant Raglan was in charge of the work at Bethincourt.

On the 13th, also, a detachment of sixty men from D company under Lieutenant Perry and Lieutenant Milliken left for Brie, where they were to erect shelters for housing the company.

Work on all of the bridges went slowly, owing to the lack of special tools, particularly wrenches. The morning of the 21st of March, however, saw all the bridges completed, with the exception of one at Bethincourt and a small one on the outskirts of Nesle. It was at Nesle that the detachment saw its first German plane brought to the ground. After a fight lasting some few minutes the English plane had the Hun plane in flames. Here also they saw refugees pouring in from towns which were being shelled. Old men, women and children, in a seemingly endless procession, moved to the rear. A few had vehicles drawn by cows, oxen or horses, but the greater number had only a baby carriage or a wheelbarrow, in which to pile the few treasured belongings they had been able to save.

On the 16th Company D went to Brie for bridge work. Headquarters and the remainder of Company B stayed at Doingt, unloaded bridge material at La Capellette and did some work on bridges in and around Peronne. Later the detachment of Company B at Doingt removed to Bray-sur-Somme to throw heavy bridges across the river at that point.

During the first part of this period it rained almost continually and during the latter part life was made disagreeable by the activity of enemy bombing planes. On every moonlit night spectacular air raids were sure to materialize. These raids were

## 32 HISTORY OF THE SIXTH U. S. ENGINEERS

interesting and exciting, mostly because of lack of experience, but this lack of experience only added to the novelty of the situation.

The German barrage opened up on the morning of the 21st of March, but work was continued until the order to move was received on the night of the 22nd, when the company stopped all work and by forced marches reached Chaulnes, where it was reassembled that evening.

Meanwhile D company was at Brie, a town consisting of a few iron "Bow" huts, which had been assembled by Lieutenants Perry and Milliken, a railroad crossing, four or five bridges, the ruins of an old mill and plenty of swampy land. The first day was spent in erecting several more shelters to accommodate the company. There were already a number of steel and wooden bridges over the river and canal, which had been built by the British engineers. These were to be replaced by a double set of steel bridges. Although unfamiliar with the work, the men quickly adapted themselves to the situation and made excellent progress. The bridge trusses were sectional, so designed that as many sections as required might be built together.

On each shore bridge seats were excavated, and the timber foundations placed to carry the steel trusses. The company worked day and night and as the night shift required the aid of large carbolite lights, they experienced much trouble with hostile bombing planes. The continual repetition of "lights out" interfered with the progress of the work, although the men found it interesting sitting in the darkness and watching the beams as the searchlights swept the sky for the enemy planes.



RUINS IN PÉRONNE, FRANCE, MARCH, 1918

STREET IN PÉRONNE, FRANCE, MARCH, 1918

CATHEDRAL RUINS, PÉRONNE, FRANCE, MARCH, 1918



BRIDGE NEAR PÉRONNE, FRANCE

BRIDGE NEAR ST. CHRIST, FRANCE

"F" CO. KITCHEN NEAR BOOHAGE FERME, FRANCE

## HISTORY OF THE SIXTH U. S. ENGINEERS 88

The first bridge over the canal being of a lift type necessitated the driving of a number of piles, and as the only pile drivers available there were hand power much difficulty was experienced in the construction, but in spite of this the company was soon able to start another group of bridges at St. Christ, two miles distant. Toward the latter part of this period details were sent to Athies, Timcourt, and Feuillers, all engaged in bridge construction, Captain Jones exercising general supervision over all the work.

Lieutenants W. V. Hill, Cronin and Clarke were in charge of these details; Lieutenant Hill with the first platoon going to Feuillers, Lieutenant Cronin with the second to Athies, later joining forces with Lieutenant Hill at Feuillers, and Lieutenant Clarke with the third platoon going to Timcourt and Perronne. Lieutenants Perry and Milliken went on with the work on the bridges at Brie and St. Christ and succeeded in completing them on the morning of the 23rd, when they received orders to move to Chaulnes.

The work at Feuillers was very similar to that at Brie, lift bridges over the canal and span bridges across the Somme. This work was scarcely well under way when the enemy drive necessitated its abandonment. The details at Feuillers continued their work for forty-eight hours after the commencement of the drive, and abandoned it only when the enemy shells began to break in the town. Beginning early on the morning of the 22nd a continuous stream of English infantry and artillery without their guns began to congest all the roads to the rear. They were a very tired, hopeless looking lot, and

## 84 HISTORY OF THE SIXTH U. S. ENGINEERS

they gazed with wonder at the Yanks still going on with their work as if nothing was happening. In the afternoon of the 23rd the combined details started out by truck for Chaulnes, but before they went very far Lieutenant Hill was notified that the shelling there was too intense and no one was allowed into the town. The details then camped overnight at Rozieres, where they received orders to go on to Moreuil. There the entire company was reassembled.

### BRIDGES ERECTED

- At Doingt, one 21' 6" Girder Bridge; one 30' Girder Bridge.
- At Peronne, one 60' Lattice Girder Bridge; one 30' Girder Bridge; one double Girder Bridge of two 21' 6" spans.
- At Clery, one 16' Girder Bridge.
- At Flamicourt, one 30' Girder Bridge.
- At Timcourt, one 21' 6" Girder Bridge.
- At Moislans, two 21' 6" Girder Bridges.
- At Brie, one 21' 6" Girder Bridge.
- At \_\_\_\_\_, one Pont Levis Type Lift Bridge; one 60' Lattice Girder Bridge; three 30' Girder Bridges.
- At Voyennes, two Portal Type Lift Bridges; one 60' Lattice Girder Bridge.
- At Bethincourt, one Pont Levis Type Lift Bridge; one double Bridge of two spans, 16' and 21' 6", respectively; one 60' Lattice Girder Bridge.
- At Athies, one double Bridge of two spans, 16' and 21' 6", respectively.
- At St. Christ, three 21' 6" Girder Bridges; two 30' Girder Bridges; one Pont Levis Type Lift Bridge with two 16' Girder approaches.
- At Sancourt, two 21' 6" Girder Bridges.
- At Bray-sur-Somme, one Girder Bridge of four 21' 6" spans.
- At Monchy-Laghche, one 60' Lattice Girder Bridge.
- At Tertry, one 21' 6" Girder Bridge.

## SOMME DEFENSIVE

(Chaulnes to Abbeville.)

**H**EADQUARTERS, B and C companies were gathered together at Chaulnes with the exception of one platoon from B company which lost track of its company, and after many wanderings, even as far as Paris, rejoined its command at Camon April 18th, and another platoon from D company which rejoined its command at Moreuil. At Chaulnes an immense engineer dump was destroyed to prevent its falling into enemy hands, the weary engineers going about their task with hearts that were heavy indeed. Enemy shells were falling on the dump before the job was finished, and immediately on its completion the detachment began a heart-breaking hike to Moreuil.

The inhabitants of Moreuil were much alarmed over the German advance, and in order to reassure them this detachment paraded through the streets of the town as a sign that the Yanks not only were coming, but had already arrived; but Moreuil later fell into enemy hands and was the scene of bitter fighting between the poilus and Boches.

At 1:30 P. M. of the afternoon of March 26th the entire detachment moved to Demuin, and began digging trenches and organizing a position. The roar of the guns was drawing nearer and nearer, and it was evident that no time was to be lost. The unhappy inhabitants were moving out and by the

## 26 HISTORY OF THE SIXTH U. S. ENGINEERS

time the Yanks left, at 8 A. M. March 27th, not a civilian remained.

B company, in particular, has occasion to remember Demuin. After the departure of the civilians the cooks of this company decided to give their men a royal feast on duck, pork, chicken and various other edibles salvaged from the deserted barnyards. A royal feast was about ready when the order came to move, and the unhappy, half-famished toilers were compelled to leave their meal and go into the lines on a diet of hard tack and corned beef.

At six o'clock on that memorable day, the 27th, the detachment, which had been loaded into lorries, started for Warfusee-Abancourt, singing "Where Do We Go From Here, Boys." Arriving at their destination, just east of Warfusee-Abancourt, they scrambled out, just in front of a British battery, and began digging in. Almost all of the men were under the impression that they were reserves, but this idea was soon dispelled. In spite of considerable shell fire there were no casualties, and the men gained as much cover for themselves as possible during the night. Colonel Hodges personally supervised this work, exposing himself continually. His conduct was an inspiration to all men under his command. With this detachment was a detail of fifteen British machine gunners with their guns, who had just come up from machine gun school.

B company was stationed in the Bois de Taillaux, and D company was on its right, directly before the village. Immediately after dark each company sent out a patrol, D company to the village and its adjoining cemetery, and B to the territory directly in front of the woods. The first returned safely, with-

## HISTORY OF THE SIXTH U. S. ENGINEERS 87

out making contact with the enemy, but the second, in charge of Sergeant Swingle, heard something suspicious and the Sergeant went on alone to investigate. He was fired upon by a German patrol and severely wounded, his own detail, according to his previous instructions, returning to their company. Rescue parties failed to locate Sergeant Swingle that night, but at daybreak he was located in No-Man's-Land. He was still alive and was seen to wave his helmet. A relief party was formed and two men succeeded in reaching him. They were Private Frank J. Goldcamp and Wagoner Carl G. Duncan. The attempt was made under heavy rifle and machine gun fire. Goldcamp was killed. Duncan, though wounded, managed to return to his own lines, and reported that Sergeant Swingle also was dead. Wagoner Patrick C. Donnelly, who also distinguished himself in the effort to cover the attempt of Goldcamp and Duncan, is deserving of special notice. Each of these men received the D. S. C.

As mentioned before, D company was to the right of the woods in which B company was located, and men from Headquarters were plentifully scattered through both companies. From the woods the line of trenches climbed a gentle slope, crossing the main road from Brie to Amiens about five hundred yards west of the village of Warfusee-Abancourt. Several bays were manned by the engineers, south of this road, and the occupants of the latter trenches were practically isolated from the rest of the detachment during daylight, as the enemy had machine guns trained down the road and turned a terribly effective fire on whoever attempted to cross it. In addition to these machine guns, the village was a hornet's

nest of snipers, who managed to make things lively for any Allied soldier who showed himself. It was on the morning of the 28th that Master Engineer Woline was killed.

The next afternoon, just at dusk on the evening of March 28th, happened one of the inexplicable things which frequently take place in warfare. Probably through the work of enemy spies, the order was relayed along the line to vacate the position. After some hesitation and confusion, the detachment fell back to a cross-roads of the Amiens-Brie road, perhaps a half kilometer from Warfusee-Abancourt. Having learned that the order had been issued without foundation or authority, Colonel Hodges ordered the men back to the trenches, and personally led the detachment to the position.

On the 29th the Boche located the American kitchens and destroyed them with shell fire, Cooks White, Foster and Cusman of D company being killed. Cook Clements, of the same company, was killed the forenoon of the 28th while carrying rations to the lines. On the 30th a terrific bombardment was laid down on the trenches for about two hours, followed by a futile attempt to attack from the village of Warfusee. This attack was broken up.

Lieutenant Hill, of D company, learning that the trenches south of the road were badly demoralized and in need of machine-gun support, decided to take a Lewis gun to them. He shouldered the gun, and requested volunteers to carry a supply of ammunition. Corporal Glickman and Privates Herndon, Ridgdill, Brown, Sampson and H. D. Smith volunteered. The crossing was made under a storm of

## HISTORY OF THE SIXTH U. S. ENGINEERS 89

machine-gun bullets, Private Herndon being killed in the center of the road. The gun was hastily placed in position and assisted materially in breaking up the enemy attacks mentioned in the preceding paragraph. For this act of gallantry Lieutenant Hill was afterward decorated by the British with the Military Cross. On the same date First Lieutenant Perry and Second Lieutenant Milliken of D company were killed.

Easter Sunday was bright and clear and both sides seemed to declare a truce. The next day, April 1st, the British heavy artillery began a systematic bombardment of Warfusée-Abancourt. The heavy shells as they exploded provided much rifle practice for the alert Yanks in the form of fleeing Germans.

The night of April 2nd B company was relieved from front line duty and sent into support near a cross roads in front of the village of Hamel. D company and the few remaining men from the Headquarters Detachment were relieved on the early morning of April 3rd. The entire detachment was returned to Glisy this same day and remained there until the 4th. Most of the men spent the entire time in bed. On the 4th they were sent to Belloy, and on the 5th to Abbeville, when in the prisoner of war cages they were permitted to enjoy a two-day rest, leaving for Camon and heavy bridge construction on the 7th.

### SOMME DEFENSE

The following men were killed in action:

#### *Regimental Headquarters*

M. E. WOLINE, CARL A., March 29, 1918.  
PVT. SHULL, CHARLES L., March 30, 1918.

## 40 HISTORY OF THE SIXTH U. S. ENGINEERS

The following men were wounded in action:

B. S. M. WAGONER, FRANK J., March 30, 1918.  
SGT. BUGLER HAMMAKER, HERBERT, March 30, 1918.  
COL. SGT. SISEMORE, RUSSEL, March 29, 1918.  
SAD. STOM, HARRY L., March 29, 1918.  
WAG. McALLISTER, WILLIAM, March 31, 1918.  
PVT., 1 CL., DAVIS, FREDERICK, March 29, 1918.

### COMPANY B

The following men were killed in action:

SGT. McGEE, ARTHUR, March 30, 1918.  
SGT. SWINGLE, E. GRAY, March 28, 1918.  
CORP. CURTISS, HARRY L., died of wounds.  
COOK PETERSON, FOULKE, March 29, 1918.  
COOK HENDRICKS, HARRY, died of wounds.  
BUG. SLATCHER, CLARENCE S., died of wounds.  
PVT. BOWER, FREEMAN W., March 31, 1918.  
PVT. GOLDCHAMP, FRANK, March 28, 1918.  
PVT. HENRY, CHARLES, died of wounds.  
PVT. KENNEDY, THOMAS H., March 30, 1918.

The following men were wounded in action:

1ST LT. ALLEN, TOM J., April 1, 1918.  
1ST LT. INGLIS, GROVER C., March 28, 1918.  
1ST LT. WALL, JAMES J., April 2, 1918.  
CORP. CLAYPOOLE, HOWARD, March 29, 1918.  
CORP. FRANCISKO, JOHN H., March 30, 1918.  
CORP. HARDING, JOHN E., March 31, 1918.  
CORP. HUDSON, HENRY, March 29, 1918.  
WAG. DOUGALL, PERCY M., March 29, 1918.  
WAG. DUNCAN, CARL G., March 29, 1918.  
WAG. KEEFE, ANDREW J., March 29, 1918.  
COOK SAUSVILLE, WILLIAM J., March 28, 1918.  
PVT. ALLEN, WALTER P., March 31, 1918.  
PVT. BAKEMAN, HENRY, March 28, 1918.  
PVT. BURKE, FREDERICK J., March 30, 1918.  
PVT. CASE, JAMES H., March 30, 1918.  
PVT. CROOKE, HERBERT H., March 29, 1918.  
PVT. DAYTON, DORSEY S., March 29, 1918.  
PVT. FELTZ, LAWRENCE J., March 28, 1918.  
PVT. FRASIER, JAMES H., March 30, 1918.  
PVT. GINTER, PAUL L., March 30, 1918.  
PVT. GUSTAVE, FRANK, March 31, 1918.

## HISTORY OF THE SIXTH U. S. ENGINEERS 41

PVT. HALLAND, SEGRAG, March 28, 1918.  
PVT. HICKEY, CHARLES F., March 30, 1918.  
PVT. HOBBS, FRANK G., March 30, 1918.  
PVT. MILLS, ROBERT C., March 28, 1918.  
PVT. POOLE, RAYMOND, March 30, 1918.  
PVT. STEVENS, BENJAMIN C., March 28, 1918.  
PVT. STIMPSON, CLARENCE H., March 28, 1918.

### COMPANY D

#### *Killed in Action*

1ST LT. PERRY, EDWARD H., March 30, 1918.  
2ND LT. MILLIKEN, ALFRED E., March 30, 1918.  
COOK CLEMENTS, WILLIAM, March 28, 1918.  
COOK FOSTER, ROBERT C., March 28, 1918.  
COOK WHITE, LESTER F., March 28, 1918.  
PVT., 1 CL., HERNDON, LEWIS W., March 30, 1918.  
PVT., 1 CL., VIAN, NAPOLEON J., March 29, 1918.  
PVT. DANIELS, VICTOR, March 29, 1918.  
PVT. KERN, ALBERT J., March 29, 1918.  
PVT. LOBB, CHARLES H., March 29, 1918.  
PVT. MANCK, STANLEY, March 30, 1918.  
PVT. PYRAH, CLARENCE F., March 30, 1918.  
PVT. ROACH, SAMUEL, March 30, 1918.  
PVT. WEEKS, NATHANIEL, March 30, 1918.  
PVT. WINKLEMEYER, CARL, March 30, 1918.  
PVT., 1 CL., ERISMAN, HARRY, died of wounds.

#### *Wounded in Action*

SGT. BOURKE, CHARLES E., March 28, 1918.  
SGT. SOLLISH, HERMAN, March 28, 1918.  
CORP. SANGER, CALVIN G., March 30, 1918.  
CORP. WILLIAMS, JOHN E., March 29, 1918.  
PVT., 1 CL., ATKINSON, EDWARD, March 30, 1918.  
PVT., 1 CL., CASSEL, JAMES W., March 30, 1918.  
PVT., 1 CL., CLINGERMAN, JOHN W., March 28, 1918.  
PVT., 1 CL., STAUFFER, LEROY E., March 30, 1918.  
PVT., 1 CL., WARDEN, ELMER, March 29, 1918.  
PVT. BRUCE, JOHN H., March 29, 1918.  
PVT. CHRISTENIAN, CHRISTIAN, March 30, 1918.  
PVT. HILOMAN, GEORGE W., March 30, 1918.  
PVT. MADDEN, HARRY J., March 30, 1918.  
PVT. POWERS, CHARLES W., March 30, 1918.

42 HISTORY OF THE SIXTH U. S. ENGINEERS

PVT. PREVATT, JOSEPH C., March 30, 1918.  
PVT. RIVARD, RUDOLPH H., March 30, 1918.  
PVT. STEELE, BENJAMIN D., March 30, 1918.  
PVT. STORMONT, LOWELL J., March 30, 1918.

COMPANY F

*Wounded in Action*

SGT. COBB, HOLLIS F., March 28, 1918.

SIXTH ENGINEER TRAIN

*Wounded in Action*

WAG. RIPLEY, MOLBEY W. ——

## AMIENS SECTOR

ON April 29, 1918, Companies A, C, E and F entrained for the English front, Companies A and F going to Saleux, while Companies C and E went to Hangest-sur-Somme. After reaching the end of their journey by train the four companies immediately unloaded and proceeded to march to their destination. As the men passed through the small French towns they were greeted with great enthusiasm by the British troops and the French civilians. They were the first American soldiers to be seen in that section of France. After a long and weary march, Companies A and F reached Beaucourt, and Companies C and E reached Frechencourt. At these places the men were given their first opportunity of forming an acquaintance with their British comrades. Companies B and D and Headquarters were "at rest" in Gorenflos, and busily engaged in a daily routine, a general "police up," and reequipment.

All were in the best of spirits, filled with the thrill of their recent work and encounters with the Hun. Each man possessed enough experiences to fill a volume.

Immediately upon arrival Companies A, C and F were assigned to the Fourth British Army to aid in the fortification of the Amiens sector. It was at this time that the majority of the regiment had an opportunity to meet their lasting comrades in arms,

## 44 HISTORY OF THE SIXTH U. S. ENGINEERS

the "Aussies." They will always be remembered by the men of the Sixth. The "Aussie," a care-free, happy-go-lucky sort of fellow, always ready for fun and a good time, clean cut, square as could be, and wise to the ways of war, held much for the listening ears of their new comrades. With him they could not be lonely, and never did they tire of his thrilling stories.

The work in the Amiens sector consisted of building bridges, wire entanglements, and strong points, and the digging of trenches and dugouts. The trench work proved to be a source of pride to the regiment after they completed the system and looked back over it with amazement. The soil in this section, being of a sandy clay passing into a hard chalk formation at a further depth, was found difficult to remove. A task usually consisted of approximately 100 cubic feet per man. Immediately upon completion of the first task, all were ready for the wire entanglements, which proved to be a lighter and easier task. The type of wire used for the greater part was double apron. Several belts of this entanglement were placed in front of the trench system.

During the time of trench and wire construction other members of the regiment were toiling with all their energy at bridging, and building strong points and dugouts. Bridges were being built over the Somme River and Somme Canal, to connect up roads that led to the front. All through the day and night the engineers toiled, never ceasing their labors until the task had been completed. The bridges constructed were of a heavy tubular type, and being heavy they were difficult to erect. Strong points

## HISTORY OF THE SIXTH U. S. ENGINEERS 45

were built here and there, wherever a position afforded an opportunity of placing a machine gun. In the valley of the Somme, where the high ground water level made trenches impractical, breastworks were thrown up. A great many dugouts were started, and the majority completed. These required skill along with untiring effort. There were long galleries, large rooms, small rooms joined by long hallways, and a variety of other designs depending upon the use to which the dugout was to be put. All were well designed and well constructed. This work proved to be of great value, some of the dugouts being used before completion.

Headquarters Detachment proceeded from Camon, near Amiens, to Gorenflos, on April 23, 1918, and remained there until June 5th. Its activities were confined to administrative work and the maintenance of liaison between the companies which were engaged in engineer duty.

A company moved to Querrieu by marching from Beaucourt on May 5th. On May 18th the company moved to Frechencourt, and again on May 24th to Bussy-les-Daours. While in this vicinity A company constructed 2,822 linear yards of new trenches, besides miscellaneous digging for machine-gun emplacements, drainage sumps, and saps. In all, 6,086 cubic yards of earth and rock were excavated and 15,000 yards of barbed wire entanglements constructed. The company also supervised the work of several English labor companies.

During the short stay much valuable experience was gained. The adventures of some of the men who made trips to the front lines or worked on the hillsides in view of the Germans will never be for-

## 46 HISTORY OF THE SIXTH U. S. ENGINEERS

gotten by them, nor will Corporal Paslick forget the time when he fell out from the rear of the column to fix his puttees, was fired upon by German machine guns, and arrested by the English as a spy suspect. There were many pastimes. Card games were popular every evening, and Private Clyde Powell, with his hypnotic stunts, provided a great deal of entertainment.

B company, after reequipping at Gorenflos, to which place they had marched from Camon, again took up its bridge work at Argoeuvres on May 10th. At this place they started the construction of one pile bent bridge, consisting of three 19-foot spans and one 90-foot span over the Somme at Ailly-sur-Somme, one tubular 30-foot span over the canal, and one 19-foot span over the drainage ditch. Although the work on these bridges was finished in less than one-half the time allowed by the British for its completion, it was delayed for nearly a week by the breaking of one of the chains on the lift bridge. Lieutenant Allen, who happened to be standing on the bridge at the time of the accident, was thrown into the canal and slightly injured. His presence of mind in making a running leap to clear the falling bridge in all probability saved his life. These bridges were completed on May 24th, and on the 25th the company moved to Pierregot, where it reported to the Third British Army Corps for trench work. From this time until May 31st the company constructed 3,700 linear yards of trench. It was during this time that the men became so well acquainted with the "Aussies," who gave the company a grand reception and a welcoming hand. Many sleepless nights were spent here, as the enemy

## HISTORY OF THE SIXTH U. S. ENGINEERS 47

planes constantly bombed Amiens and the neighboring villages. Every night one could hear the hum of the enemy motors and feel the ground shake as the bombs exploded. About this time the men found a new amusement, that of fishing with TNT, which they salvaged from engineer combat wagons.

While in the vicinity of Frechencourt C company constructed 5,638 linear yards of trenches, 746 yards of barb-wire entanglement, and did various jobs of digging. This work was done between the 2nd and 18th of May. During this time the company also supervised the work of two English labor companies.

On May 18th the company was given the work of placing and guarding bridge and road mines from Villers-Bretonneux to Amiens. Details were sent out to the different stations along the line and officer inspectors were assigned to certain sections. These days of guard duty will always be remembered. It was while so engaged that the men first learned the meaning of the word "salvage." There were but two or three men at a post. These did their own cooking and had everything from "Vin Rouge" to roast chicken. The experiences encountered while on this duty were new and novel, some serious, others humorous. One night while guarding a railroad bridge in Villers-Bretonneux, Corporal White and Privates Boehm and Green had a startling experience. They had become accustomed to the shelling, but were as yet not on speaking terms with the one and one-half tons of explosive which had been used to mine the bridge. Boehm was on guard at twelve o'clock. Coming in and awakening the other two, he told them that some one was tinkering with

## 48 HISTORY OF THE SIXTH U. S. ENGINEERS

the mines. Boehm, armed with a chair, Green with a candle, and White with a flashlight, had started out to hunt the intruder. After crawling through the mine the light was flashed, to reveal two large eyes staring out from the darkness. Further investigation showed a large cat resting upon the charge. Gently and tenderly the cat was removed and the men returned to their billets, but not to sleep.

Company D, which had been reoutfitted with Company B at Gorenflos, moved to Hangest-sur-Somme on May 8th, and on the 10th commenced the construction of one 105-foot Hopkins bridge, two 30-foot reënforced spans, one 22-foot portal span, and one pile bent bridge, at this place. Later, on May 28th, the company marched to Longue and continued on bridge construction there. This work was all completed on May 31st and the bridges opened to traffic. There was much rivalry between the men, especially between the platoons. At Hangest the first platoon of Company D, having finished ahead of the fourth platoon, heaped a mound over one of the "dead men" which they had used in swinging the bridge into place, making the mound resemble a grave. They placed a cross at one end, with the legend "Fourth Platoon" thereon. When the fourth platoon came by they found the first standing solemnly at attention, while Bugler Carney blew taps. Catching the spirit of the occasion and not to be outdone, the fourth platoon halted and stood uncovered until the last notes were blown. They then passed on amid good-natured raillery.

All the men had been rejoicing at their success in the construction of the big Hopkins bridge, but it

## HISTORY OF THE SIXTH U. S. ENGINEERS 49

had not yet been put into place. Everything went well until they attempted to swing it across the river. The approaches and seats had been built and the bridge assembled on one bank. The idea was to drag it across by means of a winch, steel cables and rollers. On the side opposite the assembled bridge a double-track railroad paralleled the river, and it was necessary to carry the cables across the track on overhead frame work. Everything was moving smoothly, the bridge was already in motion, and a group of onlookers was present, when suddenly things began to happen. A train came along moving at about twenty-five miles per hour. Some framework loaded on one of the cars caught the cable and as every one observed later, "Hell was to pay." The cable held onto the car until it was snapped at the bridge end and at the "dead man" on the opposite side of the track. In the meantime the front had been knocked out of a popular French café, a flagman's shanty demolished, a long line of fence destroyed, and a brick house sent to the realm of things that have been. Four cars, unable to stand the strain, left the track and keeled over. The engineer then succeeded in bringing the train to a stop. Four men of the company and a flagwoman were injured, although not fatally. The rest of the day was spent in repairing the damage, and on the 20th the big bridge was slipped into place as easily as could be. For some time the civilians kept away from the construction, but later gained courage.

E company had marched to Frechencourt from Fransvillers on May 4th. Here their work was confined to dugouts and machine gun emplacements. During the month the company completed nine dug-

## 50 HISTORY OF THE SIXTH U. S. ENGINEERS

outs and machine gun emplacements under the supervision of the Second Australian Tunnelling Company. On the 31st of May a brigade headquarters dugout was nearly completed. Several officers and non-commissioned officers were sent with the Australian troops to the front lines for the sake of experience. E company will remember the thrilling times it had salvaging in the vicinity of Corbie. It was while hunting for souvenirs that Cook Stickley and Private John Flynn discovered an odd looking cask containing a clear liquid, apparently water. Stickley, however, decided to taste it. He was delighted. They decided to take a bucketful to the men in camp. Here at the kitchen this fine tasting water was passed around. The news soon spread and it was not long before every one in the camp was clamoring for a drink. Strange to say, after the first drink they all wanted more. It was then decided to go back for the cask. The working parties went out that night with canteens full and it was not long before they could tell you who was winning the war. Stickley was found with Flynn, sitting in the middle of the road, with the cask between them, by a group of Tommies who brought them in on a push-cart. Stickley declares that the "Battle of Kirch" was one of the hardest he ever fought.

During the last few days in this section an Australian detachment took a liking to Captain Robb's horse and led it away for their own. By the efforts of some members of E company the horse was returned to the corral, and to show that they held no ill feeling towards the "Aussies" these men brought a mule back with them. This mule, which the men

## HISTORY OF THE SIXTH U. S. ENGINEERS 51

named "Aussie," was destined to make the hike to the Rhine with Company E.

On May 4th F company marched to Bassieuz from Fransvillers. Hardly was it settled when it was moved to Bussy. The company immediately started dugout construction, working with the Royal Engineers. On the 23rd of May the company was moved to La Neuville, where it continued on the same work. During the month F company constructed one divisional headquarters dugout, three for brigade headquarters, two for battalion headquarters, three artillery shelters and numerous machine gun dugouts. The experience gained on this work was very valuable.

On May 14th, while four members of the company were working near Corbie with a party of British sappers, a shell struck in their midst. Of the eleven men in the group only one escaped injury. Private Halley lost his hand, Private Forseman was seriously wounded in the leg, while Private Coyne was mortally wounded and died a few minutes later. Private Forseman, without pausing to examine his own wounds, assisted Private Hamilton to carry the other wounded to shelter. Forseman fainted from loss of blood before this task was completed, and died after reaching the hospital. While in La Neuville Saddler Wertz, Horseshoer Brenner and Wagoner Reisenbeck were cited for bravery. These men were working in the corral when the enemy began shelling the picket line where all the animals were tied. Without hesitation they rushed in and succeeded in releasing the horses and mules. In spite of their utter disregard for their personal safety these men escaped unharmed.

## 52 HISTORY OF THE SIXTH U. S. ENGINEERS

The company at this time was divided into small working parties and scattered through the villages around Corbie. The Australian troops with whom they were billeted showed them every consideration and gave them the benefit of their experiences in four years of war.

The Yanks had some humorous experiences along with serious ones. Sergeant Fitzgerald, who was in charge of the night shift working on scattered dugouts, was making his rounds, when he walked in front of a battery of six-inch howitzers. At that instant they fired. As Fitz, minus his tin hat, picked himself out of the ditch into which he had been knocked by the concussion, he was heard to remark, as he tried to scrape off the mud: "Hell of a way to treat an ally."

The last of the work of the regiment in this section was completed on June 4th. The orders came to move, and the regiment was brought together at Remancourt, a suburb of Amiens, where after a few days' drill the regiment was reviewed by General Rawlinson, Commander of the Fourth British Army. The General highly praised the work of the regiment, and conferred decorations on several who had shown great coolness and ability. In addition A and C companies were cited by the commander of the Third Australian Division.

Most of the men while here visited Amiens for the first and only time. The civil population had all moved from the city on account of the shelling and air raids.

The casualties of the regiment had been comparatively light, considering that much of its work had been done between the front and the support

## HISTORY OF THE SIXTH U. S. ENGINEERS 53

lines, and that the artillery had been very active throughout this sector during the month of May.

For the first time since leaving the States the regiment was assembled. On the night of June 9th the entire regiment entrained for Montmirail, where it arrived on June 11th and joined the Third American Division.

### AMIENS SECTOR

#### COMPANY A

##### *Wounded in Action*

CORP. DAVIS, EDWARD H., May 18, 1918.  
PVT. MOORE, FRANCIS, May 18, 1918.

##### *Gassed in Action*

SGT. OGLE, HARRY L., May 18, 1918.  
SGT. SHOENTHALER, CHARLES, May 18, 1918.  
SGT. STOHLER, HARRY, May 18, 1918.  
CORP. DAVIDSON, JOHN C., May 18, 1918.

#### COMPANY C

##### *Killed in Action*

CORP. HUGHES, EMMET W., died of wounds.

##### *Wounded in Action*

CORP. SANDEL, PAUL E., May 13, 1918.  
PVT. O'KEEFE, JOHN J., May 15, 1918.

##### *Gassed in Action*

SGT. DENNIS, HORACE E., May 29, 1918.  
SGT. RAUCH, GEORGE C., May 29, 1918.  
SGT. TALBOT, GEORGE E., May 27, 1918.  
CORP. GOLDRIK, THOMAS D., May 27, 1918.  
CORP. SRINER, GEORGE D., May 29, 1918.  
PVT. FRENDIGMAN, JOSEPH, May 26, 1918.  
PVT. GLADICK, PETER, May 30, 1918.  
PVT. SCOTT, EUGENE, May 27, 1918.  
PVT. THURMAN, MERRIT, May 29, 1918.

## 54 HISTORY OF THE SIXTH U. S. ENGINEERS

### COMPANY F

#### *Killed in Action*

PVT., 1 CL., COYNE, JOSEPH N., May 14, 1918.  
PVT. FORSEMAN, FLEMING, died of wounds.

#### *Wounded in Action*

PVT. BROWN, CHARLES F., May 31, 1918.  
PVT. DITTUS, JOHN F., May 27, 1918.

#### *Gassed in Action*

PVT., 1 CL., DELIO, MICHAEL, May 20, 1918.  
PVT., 1 CL., MIARS, C. C., June 3, 1918.  
PVT. HILDEBRAND, GEORGE F., May 26, 1918.

## ENGINEER TRAIN. AISNE DEFENSIVE

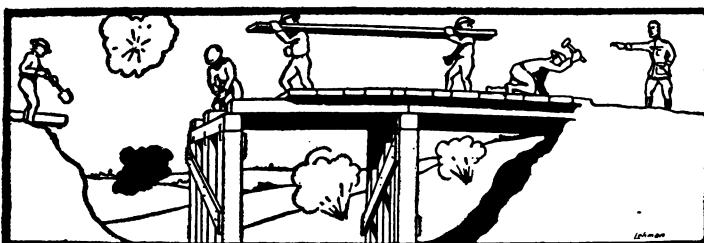
THE Engineer Train was the only unit of the Sixth Engineers to participate in the Aisne defensive. Early on the morning of June 4, 1918, the railroad cars bearing the wagon section of the Train arrived at Montmirail, derailed immediately and started overland for their position in the vicinity of Château-Thierry. They pulled into a portion of the Forêt Grande, north of Veil Maissons, with the animal section early in the afternoon, and about 4 P. M. the motor section arrived. Part of the Third Division had been thrown hastily into the lines in an effort to stop the Boches from pushing their salient between Soissons and Rheims through Château-Thierry and on to Paris. Although inexperienced in actual warfare the motorized section of the Seventh Machine Gun Battalion went into Château-Thierry to dispute the onward march of Germany's finest troops. By the time the Train arrived the glorious work of this handful of resolute soldiers was history. With great bravery and sacrifice, in the face of enormous odds, they had stood in the streets of Château-Thierry and held the Hun at bay.

The Train, fully equipped with much needed material, was thrilled on the night of June 4th by an order which enabled it to assist in a small way such a noble organization as the Seventh Machine Gun Battalion. With a little camouflaged Ford, Wag-

## 56 HISTORY OF THE SIXTH U. S. ENGINEERS

oner Pursel delivered much needed sand-bags and intrenching tools to the troops on the south bank of the Marne River at Château-Thierry.

All units were notified that engineer equipment could be had for the asking. On orders from Colonel Stone, Third Division Headquarters, formalities were thrown to the wind and material requested was delivered at any point designated. The Train is proud of the fact that both animal and motor sections made frequent visits to the very front lines; that no transportation went farther forward; and that few, except ambulances, went as far.



## CHÂTEAU-THIERRY SECTOR

EARLY June found the allied battle line under pressure in a new sector. The Germans had one side of the Marne, while the Yanks had the other. The Yanks were anxious to make a raid on the German side and take a few prisoners in order to learn just what units were facing them, but having no boats were in something of a quandary. It was just the kind of situation that the Train knew how to meet. They dug boats out of all kinds of unlikely places, went to a saw-mill where they made oars and paddles, and then one dark night slid their trucks to the river as quietly as possible and delivered the equipment.

A few days later Belleau Woods became pretty hot and a battalion of the Seventh Infantry was sent to join the Marines. It fell to the lot of a detachment from the Train to accompany them. Trucks operated by Wagoners J. Blake and R. Miller, and a wagon driven by Wagoner J. J. Shea, under the leadership of Corporal C. Kabelka, made up the escort. Stokes mortars, ammunition, trenching tools and other equipment were rushed to the Seventh.

On June 12th the remainder of the regiment de-trained at Montmirail and La Ferte Gaucher and proceeded on trucks to the vicinity of Viffort and Courboin. Fresh from the Amiens sector, where the big guns talked day and night, they found it

## 58 HISTORY OF THE SIXTH U. S. ENGINEERS

hard to believe themselves within range of the enemy artillery. Many a day passed without a single German shell being heard. The Hun was saving his ammunition.

Company A established camp in Bois de la Jute, which they later nicknamed "Calamity Woods." Company B first pitched their tents in a small wood north of Courboin, but during the day the enemy planes displayed so much activity that it was decided to move camp to another wood near La Motte, which proved to be a safer location. Company C located at Courboin, but shortly after was ordered into a subsector held by the Thirty-eighth Infantry in the Conde-en-Brie Valley, where they worked in conjunction with that organization. Company D was assigned to front line work in the Fourth Infantry subsector, and was located in a wood near the Fontaine-aux-Charmes. Company E spent the night in the Bois de la Jute, but the following day was ordered to an unnamed wood which they later styled "Bois de Starvation." Company F found an old French barracks at Courboin suitable for habitation, and although greatly outnumbered by the "cootie" population considered themselves fortunate in the possession of a roof. They later moved to Haute Foret Ferme, where they pitched their tents in an orchard. Regimental headquarters was established in Viffort.

The entire regiment then began the construction of a complete defense system. At first they operated under supervision of the French engineers, but the Yanks showed such remarkable aptitude that the French found supervision rather unnecessary. For example, a detachment from Company F engaged

## HISTORY OF THE SIXTH U. S. ENGINEERS 59

in cutting stakes from standing timber to be used in barb-wire entanglements, bettered the average day's work for a corresponding number of French by four hundred per cent, cutting five thousand stakes where the French had been cutting one thousand. In a surprisingly short time the Surmelin sector from Conde-en-Brie to the Marne bristled with a system of defense that would certainly have been a sad surprise to the Hun if he had ever advanced far enough to try to take them. Much time and labor were expended in properly camouflaging the defenses as they were constructed. Enemy planes had almost undisputed possession of the air, for the American Air Service was at this time in its infancy and Allied planes were seen only occasionally.

The men were camped in the open, and because the enemy might open a barrage at any time every one dug himself a hole to stretch his tent over, and each time he moved to a new place he dug a new hole.

The country had been hastily evacuated by the civil population and every home bore evidence of a hurried departure. It was not unusual in some of these homes to find tables with dishes of food arranged on them in readiness for a meal. Furniture, pictures, musical instruments and clothing had been hastily abandoned in the face of the advancing Hun, the inhabitants escaping with what goods they could carry on their backs or haul away on their ancient two-wheeled carts. Even live stock had been left behind.

As the French ration which the Americans were receiving in this sector at this time was hardly up to the Yanks' idea of quantity, foraging parties were

## 60 HISTORY OF THE SIXTH U. S. ENGINEERS

regularly organized. Almost every night details went out with wagons and returned before daylight with offerings for the cooks, ranging from half-grown chickens to sixteen-hundred-pound beeves.

There is a story told: "Bob" Graham, of Company E, one night located a sow and pigs, together with a few chickens, in a barn not far from the enemy's line. When the rest of the party arrived, they made short work of the pigs and chickens, but the sow, being full-grown, was not so easily disposed of. The men backed the wagon up to the barn door and improvised a loading chute, but the sow instead of stopping in the wagon went on over the front end and disappeared into a thick woods, with Graham hanging onto her tail. A rapid search found both of them near the edge of the river, in what was considered No-Man's-Land. The sow was hastily tied up and carried away by the escort, without drawing the fire of the enemy. Perhaps Fritz had been hungry himself and took pity on the salvagers. Who can say?

It was during this time that the Engineers had their first taste of the French canned beef, which the Yanks called "monkey meat." It tasted as if it had been preserved in gasoline, soap, or some unedible compound, and the men refused to eat it unless they were famished. It is said that a wagoner of Company F was one day trying to eat some from the can, and his captain was standing a few feet away trying to do the same. The captain watched the wagoner a minute, then asked him how he liked it. "It would be all right," replied the wagoner, "if they had taken the harness off the animal before they had canned him." The captain considered this

## HISTORY OF THE SIXTH U. S. ENGINEERS 61

a minute, then threw away what remained in his can without further comment. The wagoner avoided further comment also and departed to look after his team, which happened to be at a satisfactory distance.

Owing to the scattered nature of the work small detachments of engineers equipped with gas masks, helmets, rifles and walking-sticks—for in those days every self-respecting non-com and private had his trusty third leg, which usually was a souvenir of Corbie or Amiens—could be seen at any hour of the day, hiking over the hills.

It was during this comparatively quiet period that Company C found time to stage a moving picture near Conde-en-Brie for the accommodation of the Y. M. C. A., showing how that organization was taking care of the boys on the battle line. Donning their tin hats and gas masks the Engineers filed around their field kitchen, where a "Reel" Y. M. C. A. heroine poured out hot chocolate to the thirsty troops, while *reel* hand grenades, which had been carefully placed in advance by the fearless Pick-wielders, lent a warlike atmosphere to the harrowing scene. This-film is known to the Engineers as the "Battle of Cocoa Hill."

It must not be supposed that life was a continuous vacation during these days. Work of a highly dangerous nature was being constantly carried on under cover of darkness by detachments of both infantry and engineers, as lines of defense were being constructed up to the very banks of the Marne. Machine-gun and rifle fire were frequently exchanged with the enemy, and if he definitely located any of our working parties he usually subjected it

## 62 HISTORY OF THE SIXTH U. S. ENGINEERS

to a harassing fire from his artillery. A detachment from Company E, under the command of Lieutenant Griffith, while engaged in constructing defenses on Hill 186, was detected and subjected to a bombardment of high explosive and shrapnel in which Privates, 1st Class, Phillip Gordon and Emil A. Lind were killed, and Private Frank N. Farrel was wounded.

Accidents as well as enemy guns contributed to the casualties. About sundown one evening, near Courboin, a service wagon loaded with hand-grenades in charge of three men belonging to the Thirty-eighth Infantry was driving peacefully along the road when without any known cause it exploded. An enormous hole was torn in the ground and nothing was left of the men and horses but a few scattered pieces which the Engineers picked up on shovels. Three men of the Engineers who were working in the vicinity of the explosion were wounded.

Owing to the presence of the Americans on the Marne, it was suspected that the drive toward Paris would be resumed on July the Fourth. Accordingly on the night of the Fourth all the available combat units were assigned positions in the newly constructed defense system. The Engineers were ordered out with the rest and spent the night roaming over the country in search of the particular piece of the trench that had been assigned to them—no small task in the maze of fortifications with which the country was traversed. In spite of the confusion they all found their positions before daybreak and lay down to await the arrival of the enemy. During the forenoon orders came for them to re-

## HISTORY OF THE SIXTH U. S. ENGINEERS 63

turn to their various tasks, as the Hun had apparently decided to wait a while. Most of the companies had planned an elaborate Fourth of July dinner, but the sudden alarm so disarranged the kitchens that the troops had a worse dinner than usual.

After the Hun had failed to attack on the Fourth, as anticipated, doubt was expressed of his intention to resume the offensive for some time; consequently some detachments of the Engineers were put to work constructing dugouts for divisional and brigade headquarters and for some of the most exposed batteries of the artillery. Company F, which had specialized in this work on the British front, was assigned entirely to this work.

### CHATEAU-THIERRY SECTOR

#### COMPANY A

##### *Wounded in Action*

SGT. ROURKE, GEORGE C., June 26, 1918.  
CORP. WILLIAMS, CHARLES M., June 26, 1918.

#### COMPANY D

##### *Killed in Action*

SGT., 1 CL., MILLER, PETER G., June 18, 1918.

##### *Wounded in Action*

SGT. HARRIS, ARTHUR, June 18, 1918.  
PVT. NUWSBUM, ELMER R., June 18, 1918.  
PVT. PARISO, WILLIAM E., June 15, 1918.  
PVT. TOWNSEND, PAUL, June 25, 1918.

##### *Gassed in Action*

SGT., 1 CL., STRAECK, WILLIAM H., June 10, 1918.

## 64 HISTORY OF THE SIXTH U. S. ENGINEERS

### COMPANY E

#### *Killed in Action*

PVT. GORDON, PHILIP, June 22, 1918.  
PVT. LIND, EMIL L., died of wounds.

#### *Wounded in Action*

SGT. CHRISTENSON, VIGGO, July 5, 1918.  
PVT. FERREL, FRANK N., June 22, 1918.

### COMPANY F

#### *Wounded in Action*

PVT. GLASER, FRED, July 5, 1918.  
PVT. REDLIN, ARTHUR A., July 5, 1918.  
PVT. STANFIELD, DAVID F., July 5, 1918.

## CHAMPAGNE-MARNE DEFENSIVE

JULY 15 TO JULY 18, 1918

**A**T midnight, July 14, 1918, the terrific outburst of preparatory fire of the big German offensive began. High explosive, gas and shrapnel came over with undiminishing intensity. Our own batteries had opened up it seemed as if from every conceivable place, adding to the terrible roar and rumble, which continued until about 8 A. M., July 15, 1918. At the commencement of the bombardment the entire regiment scattered throughout the divisional area, within range of the enemy guns, suffered from shell fire, gas and shrapnel. A and E companies were encamped in fox holes in Bois de la Jute, their camps receiving a heavy concentration of shell fire. B company was camped at La Charmoy Farm; C company was stationed in a ravine west of La Chanet; D company was situated in the woods of Fontaine-aux-Charmes; F company was fortunate enough to be located in an unshelled area between Viffort and Courboin; Headquarters was located at Pertibout Farm.

With the regiment and companies scattered this way the severe bombardment collected its toll. Those men whose work carried them great distances from their companies, in accordance with orders, joined infantry units and gallantly did their share in stopping the onrush of the Hun. Other

## 66 HISTORY OF THE SIXTH U. S. ENGINEERS

parties hurried back to their organizations suffering casualties from their trip through the bombarded sectors. Gas alarms were sounded everywhere. A dense concentration of gas forced the men to wear their masks for hours. The tremendous roaring of the guns seemed to shake the whole earth. Gas shells, combined with the high explosive shells, which were falling everywhere, added to the confusion and destruction.

### COMPANY A

IT was at 12:10 A. M., July 15, 1918, that things began to hum, and German guns, small and large, were concentrated on the company's position to an extent never before experienced. Shelter could be obtained only in the emergency trenches which were dug in the center of the camp. The men were immediately ordered to these shelter trenches. At the beginning of this great battle the company was minus Lieutenant Birney and fifteen non-commissioned officers, as they had been sent to the front to direct the Thirtieth Infantry in the construction of wire entanglements. When the barrage started, Sergeant Woodward, Sergeant Hart, Corporal Hawke and others dismissed their details and returned to camp for further orders. Lieutenant Birney and Sergeant Ginneman remained with the infantry and took up a position at the edge of "Cemetery Woods," remaining there until noon the next day.

Great destruction was wrought in the camp by falling shells. A high explosive shell landed at the

## HISTORY OF THE SIXTH U. S. ENGINEERS 67

entrance to the officers' shelter, severely wounding Lieutenant Ralph and Lieutenant Anderson and slightly wounding Lieutenant A. S. Crane. All three were placed in the shelter and medical aid called. The medical private attending the officers was unable to do more than render first aid. It was learned that there was a doctor at E company's infirmary, so with the aid of Sergeant Harrimann, Corporal Frutchey, Private Ruths, Private Monteith, Wagoner Bower, Sergeant Woodward, Sergeant Dupre, Corporal Seibold and Corporal Wharton the wounded officers were carried to the first aid station. Owing to the condition of the officers they were taken back to the edge of the woods. It was impossible to locate the driver of the ambulance there, so Wagoner Clarke volunteered to drive it to the dressing station. The gas was so dense that it was impossible to drive the ambulance without a gas mask. This resulted in driving into a shell hole, requiring the combined efforts of the above men to remove the ambulance. Just as the car started a shell landed in front of the machine, killing Monteith and wounding Bower severely in the right leg. Bower died later in the hospital from the wound. Lieutenant Winslow assumed command of the company at this time, and, calling for volunteers, selected Sergeant Persey and Sergeant Evans to go to Colonel Butts, Thirtieth Infantry, and Corporal Nowack to regimental headquarters for orders. During all this time the camp had been subjected to heavy shell fire and many men rendered heroic service in the evacuation of the wounded. Private Gordon volunteered to make several trips from the camp to the regimental infirmary, bringing first aid

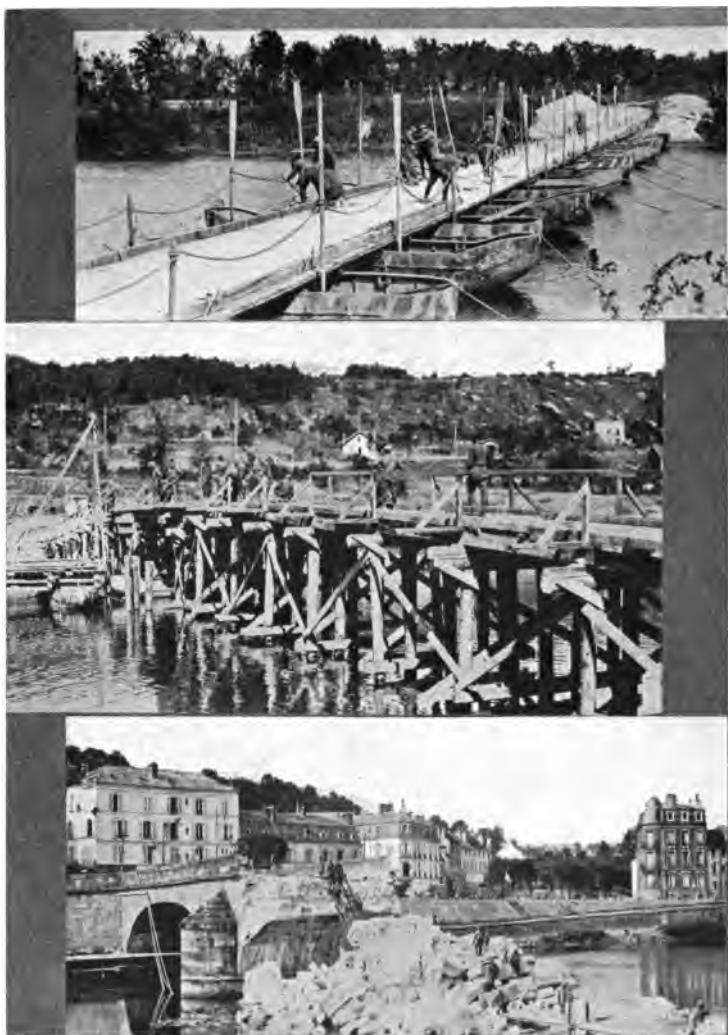
## 68 HISTORY OF THE SIXTH U. S. ENGINEERS

accessories to his wounded comrades, and made himself especially valuable in attending to the wounded. About this time a shell landed in the emergency trenches, killing four and wounding many. Those killed were Brown, Clendenning, Leifer and Cooper.

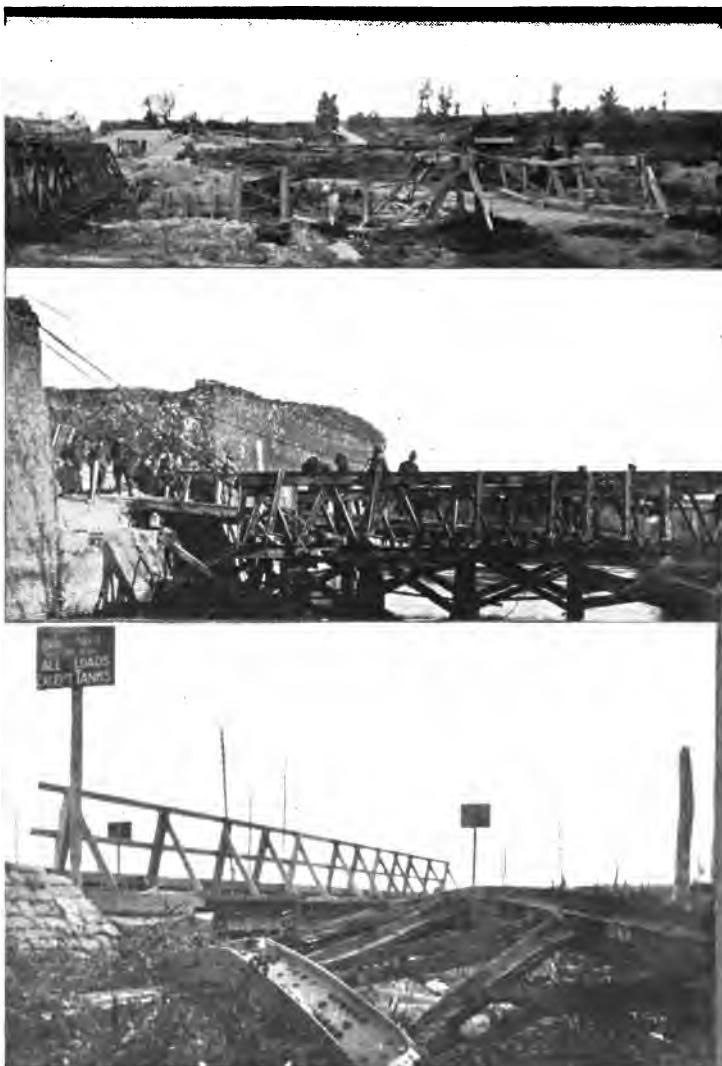
About 5:15 A. M. Lieutenant Winslow received orders from Colonel Butts to move the company down to the trenches in La Chanet Farm and take up a position of reserve. This position commanded Crezancy, St. Eugene and Crezancy road. In the case of the capture of Crezancy by the enemy, Company A was to have made the counter-attack. This position was held until 2 P. M., July 16th. The men that were not actually needed in the line during this period carried ammunition for a battery of 75's, which was directly behind the trenches. Upon being ordered back to camp the company left this line, but on the way back was spotted by an enemy scout plane, which later drew fire on the camp. This barrage set off an ammunition dump only sixty yards away, throwing missiles of death in and around camp for more than an hour, killing four and wounding forty. Every available man showed exceptional bravery in taking care of the wounded and evacuating them to the dressing station. Later the same night the dead were buried, and the company moved to the hillside near Bar Foret Ferme.

### COMPANY B

ON the morning of the 15th B company escaped without severe casualties, for their camp near Charmoy Farm was not heavily shelled, and the entire



AMERICAN PONTOON BRIDGE; GERMAN MATERIAL NEAR JAULGONNE  
TRESTLE BRIDGE BUILT BY 6TH ENGINEERS NEAR JAULGONNE, FRANCE  
DESTROYED BRIDGE, CHÂTEAU-THIERRY



BRIDGE OVER SOMME CANAL, NEAR BRIE, FRANCE  
BRIDGE OVER SOMME RIVER, PÉRONNE, FRANCE  
BRIDGE BUILT BY CO. "D" NEAR BRIE, FRANCE

## HISTORY OF THE SIXTH U. S. ENGINEERS 69

company was there when the barrage opened. All that night, as divisional reserves, they lay in their "fox holes" awaiting orders. Just after daybreak increased enemy shelling resulted in ten men being wounded, among them Captain Harris, but he was only slightly injured and was able to continue duty.

The afternoon of the 15th Captain Harris received a message from the Commanding Officer of the Sixth Brigade ordering the company to Courte-lin as reserve to the Thirty-eighth Infantry. Accordingly at 8 P. M. the company reported at Courte-lin and took up a position west of the town. The night of the 15th and the following day the company was alerted here. Though they failed to come in direct contact with the enemy, they suffered casualties from enemy shell fire.

The night of the 16th the company marched to St. Eugene and went into a position supporting the Thirty-eighth Infantry. Here combat patrols were sent out, several being assigned the guarding of the bridges in the vicinity. Not knowing how long they would be in position here, and realizing it would be impossible to bring up food during the day, Captain Harris deemed it advisable to procure all rations possible. Therefore he dispatched a detail under Corporal Ryan to the old position for the rations. It proved a difficult matter to carry these rations over the rough country, as all landmarks and trails were hidden by the gas, mist and darkness. However, it was finally accomplished. At 7 A. M. on the 17th, the period of emergency being regarded as over at this point, Company B was ordered back to La Charmoy Farm, and again went into reserve. In the meantime the patrols, under Sergeant Tut-

## 70 HISTORY OF THE SIXTH U. S. ENGINEERS

tle, remained guarding the bridges in the St. Eugene vicinity. A gas shell landed beside Sergeant Tuttle, and before he could put on his gas mask he inhaled sufficient of the fumes to send him to the hospital.

The night of the 18th the entire company was engaged in constructing a "switchline" trench west of St. Eugene. This work was carried on under fairly heavy shell fire.

### COMPANY C

WHEN the German barrage of high explosive and gas crashed into the midst of Company C's camp, located in the ravine west of Le Chanet, in the Chartreves sector of the Thirty-eighth Infantry, although very many of the men occupied sheltered positions, great damage was done. As the shells continued to rain down upon the camp without diminution, the company was soon placed in a serious predicament by the numerous wounded left on its hands. As time passed and the barrage continued, every one realized that it was the forerunner of the drive on Paris. The sixty men who were in camp were alerted. The remainder, engaged in working parties along the Marne with the infantry, received orders by runner from Captain Heavey to attach themselves to the nearest infantry command. Captain Heavey realized from the rapidly increasing number of dead and wounded in camp that huge casualties would result should the parties attempt to rejoin the company.

Lieutenants Hefler and Hoyt, caught by the barrage while returning from work with the fourth

## HISTORY OF THE SIXTH U. S. ENGINEERS 71

platoon, took up a position in the trench east of Connigis. The platoon held this trench throughout the night.

Where the Boche succeeded in crossing the Marne between Mezy and Jaulgonne in front of the Thirty-eighth Infantry, a detachment from the first platoon was in position. In conjunction with the infantry they were engaged in wiring and entrenching just northeast of Paroy. The lieutenant in charge of the seventy-five infantry men was killed by the barrage, and Sergeant, 1st Class, Patterson, assisted by Sergeant Steven C. Sullivan, joined this detachment to his own. They then took up a position on this line which they held during the night.

The right flank of the Thirty-eighth Infantry was exposed by the falling back of the French between Jaulgonne and Chevigny. It was necessary to extend the line covering the villages of Paroy, Launay and Moulins. Sergeant, 1st Class, Frank C. Whyte, with a detachment of engineers and seven infantry-men, was wiring north of Moulins when the barrage began. Upon the extension of the line of defense Sergeant Whyte with his detachment was ordered by Major Keeley, of the Thirty-eighth Infantry, to a position before Moulins. This position was held until 7 A. M., when the small detachment was relieved by the infantry. The survivors of the action, Sergeant Whyte and his five engineers (the infantrymen having returned to their organization), en route to the company met a German patrol of eight men. Of these five were killed and three captured.

Too much credit cannot be given the Thirty-eighth Infantry and the machine gunners who stuck

## 72 HISTORY OF THE SIXTH U. S. ENGINEERS

to their posts in spite of the shelling on the attack. Although small elements of Germans filtered through, the American line never gave way. Forced to swing their right flank back, the Germans were kept hemmed in close to the river.

Desiring the detachment in camp to be of all possible service, Captain Heavey dispatched runners to the commanding officer of the Thirty-eighth Infantry. In accordance with orders the detachment took up a position before Courtelin Farm, with the Thirty-eighth Infantry. A combatant group, under the command of Sergeant Dennis, dug in along the Connigis-St. Eugene road in close proximity to the bridge over Surmelin Creek to guard against elements of the enemy infantry, who penetrated the wooded elevation to the east of Connigis and continued to filter into the valley.

At this juncture it was reported that the artillery was in distress due to the shortage of ammunition, the remainder of an ammunition carrying detail made up of Company C men having been either killed or wounded. Recognizing the need of every one of the few batteries remaining in action, volunteers were called for. Upon arriving at the batteries these volunteers found Private, First Class, Dan Gilts engaged in carrying ammunition, despite the fact that he had been wounded twice, and he continued until the battery was put out of action. Then he was evacuated to the hospital.

At 9 A. M. Company C dug in along the sunken road at Courtelin, suffering from the heavy fire being directed upon the position. Many stretcher cases were passed along the line to the dressing station. The work under fire of Privates Whyte,

## HISTORY OF THE SIXTH U. S. ENGINEERS 78

Daugherty, Brower, Greer, Turner and Golding, who volunteered to carry stretchers, was praiseworthy.

About this time Captain Heavey dispatched Runner Austin to Colonel McAlexander at the Thirty-eighth Infantry post of command advising that a C company patrol had returned reporting bodies of the enemy moving southward behind the brow of the wooded heights east of the Surmelin valley. Colonel McAlexander answered, "Tell Captain Heavey that I just received the same report—that these troops will probably attack our position from the direction of Connigis. Otherwise we will attack. I will advise Captain Heavey of the engineers' part in the operation." Neither attack developed and Company C continued in position with the Third Battalion, Thirty-eighth Infantry.

About noon of the 15th the working parties which had been engaged in action along the Marne returned to the new company position in the trenches north of St. Eugene. This brought the organization up to half strength. Up to 5 P. M. of the 16th the new position was under heavy shell fire, and at this hour the enemy's fire increased in violence. A shell landed directly in the trench, killing eight men and wounding six. Among the latter was Lieutenant Hoyt, leaving only two officers with the company, Captain Heavey and Lieutenant Adams.

A slight idea of the heavy casualties suffered by the company during and after the barrage is given by the fact that of the kitchen force, composed of ten men, nine were killed or wounded. Of the thirty-seven horses in the corral, only one survived.

## 74 HISTORY OF THE SIXTH U. S. ENGINEERS

The casualties of the company were almost forty per cent.

The afternoon of the 18th the company filtered through the Courtelin woods and fresh infantry was moved up to the position. Company C went into camp at La Charmoy Farm.

### COMPANY D

COMPANY D's camp near Fontaine-aux-Charmes was deluged by an avalanche of shrapnel, gas and high explosive from the very start of the attack, and it was fortunate that such a small part of the company was in camp. Casualties among the men remaining in camp that night averaged almost forty per cent. In the corral only two horses survived the strafing. The company office was completely wrecked. One of the first shells which fell severely wounded Sergeant, First Class, White and Corporals Gleeson and Hepsley. Master Engineer Hall displayed much courage in caring for these wounded and later exposed himself time after time without regard to his personal safety.

As in the case of the other companies, Company D was engaged in work carried on solely at night to escape enemy observation. One platoon, under Lieutenant W. B. Hill, was engaged in constructing a post of command and dugouts at Les Evaux, near the river. Another detail was at work on a post of command, a dressing station and a signal station for the Fourth Infantry at Grand Ballois, and an artillery post of command at Petite Ballois. Still another detail, under the supervision of Lieutenant

## HISTORY OF THE SIXTH U. S. ENGINEERS 75

E. C. Dedicke, was at work constructing wire entanglements and digging machine-gun emplacements and trenches. In the work at Grand Ballois and Petite Ballois some infantry was engaged under engineer supervision. When the enemy attack opened these details took shelter in the nearby trenches and their casualties were consequently light. At day-break Lieutenant Dedicke's detail was ordered into more advanced trenches as reserve to the Fourth Infantry. Here Lieutenant Dedicke showed great courage and coolness. He guided his men to their position in the trenches through heavy shell fire, and it was while writing out his report on the position that a fragment of a shell which burst near by almost completely severed his right leg. Displaying the same courage and foresight, he appointed Master Engineer Warren and Sergeant, First Class, Becket to take command until the arrival of another officer. Then through heavy shell fire Lieutenant Dedicke was carried to the first-aid station. Upon arrival at the dressing station the wounded officer was in a serious condition from loss of blood and shock and he died that afternoon in the field hospital.

The detail at Les Evaux received orders to take up a position with the Fourth Infantry, who were preparing to make a counter-attack that afternoon. However, the detail was relieved before the counter-attack took place, and the next day rejoined the company.

During the early morning of the 15th Corporal Sanger was in charge of Company D's guard detail in camp. One of his duties was to give the gas alarm whenever it became necessary. At the first intimation of gas he sounded the alarm immediately

## 76 HISTORY OF THE SIXTH U. S. ENGINEERS

and left the station to attend to other duties. Some time later, hearing voices on the road and fearing there might be some men unaware of the gas concentration, Corporal Sanger returned to the alarm. While sounding the alarm he was struck by a high explosive shell and instantly killed. In the records of D company his name will ever rank among the bravest. Owing to the exposed position of the company's water supply, the trip with the water cart was made under cover of darkness. At the usual hour on the night of the 14-15th Wagoner Morrow and Private Gallo started out with the water cart. Coming back, however, the bombardment had already begun and the road to camp was under heavy shell fire. Despite this they brought the water cart into camp, emptied the water into cans, and started back for another load. Returning with the second load they took their horses to a place of safety before they considered their work finished. At 8 P. M. on July 16th D company was relieved by infantry and returned to their former camp at Fontaine-aux-Charmes.

### COMPANY E

WHEN the bombardment began E company was assembled in camp in the Bois de la Jute, excepting thirty-three men engaged in work. One party, under Sergeant Hunt, was constructing machine-gun emplacements in the vicinity of La Rocq Farm. The other, in charge of Sergeant Wise, was digging trenches a short distance from the Marne. Shortly after the barrage started Sergeant Wise was struck by flying shrapnel and with several other wounded

## HISTORY OF THE SIXTH U. S. ENGINEERS 77

was carried to the dressing station. The remaining men of the two details, despite the heavy shelling, managed to rejoin the company in camp.

The severity of the shelling, and the rapidly increasing number of wounded who were obliged to be evacuated to the dressing station in spite of the flying shrapnel and heavy gas concentration, made organization difficult. The fourteen new replacements who had arrived in camp just before the attack commenced had been informed that this was a quiet sector. Naturally these men began to wonder just what an active sector would be like. However, only one of these men was killed. The company had taken shelter in small fox holes offering very little protection, therefore the hoarse cry for litter bearers was often sounded. In response to these cries Corporal Harlow Shephard and Private Bailey unhesitatingly left their shelter and throughout the night were engaged in carrying the wounded to the dressing station. Private Bailey was wounded about dawn and evacuated to the hospital.

The dugout which was being used as a dressing station for E company wounded, as well as those from Company A, became overcrowded. Lieutenant Topmoeller, M. C., attached to E company, worked with untiring efforts on these men, being handicapped by having to wear a gas mask. He finally tore the mask from his face, remarking, "To hell with the gas mask." Unselfishly he disregarded the danger, and this later resulted in his evacuation to the hospital.

At 2 A. M. a vivid outburst of flame followed when the enemy registered a direct hit on a tool wagon loaded with TNT. This lit up the entire

## 78 HISTORY OF THE SIXTH U. S. ENGINEERS

camp and seemed to draw more fire from the enemy's artillery. Private Hartlerode and Master Engineer Young immediately exposed themselves in an effort to save the other wagons standing near by. Hartlerode was wounded in this attempt, but continued with his work and later assisted in searching for the wounded. Dinny O'Dea also volunteered his services in evacuating the wounded.

With the increasing number of wounded further medical aid was needed. Private Stephen Kwiatkoski volunteered for the mission and succeeded in making a successful trip through the heavy shell fire. The only ambulance available had broken down and the numerous men seriously wounded had to be evacuated immediately. Private Schraysun repaired the machine under fire and by his courage made possible the disposal of the wounded. Lieutenant F. A. McCaro, in command of the company, and Lieutenant Lyons were indefatigable in looking after the welfare of the men, and exposed themselves constantly.

At dawn the corral presented a grisly sight, with its mangled horses strewn about. When the shells burst among the animals they stampeded. The company's salvaged live stock of one cow, half a dozen chickens and several pigs had escaped into the woods. Naturally the officers never partook of the sumptuous dinner which they had planned for July 15th.

At daybreak the camp and its environs presented a forlorn appearance. Broken trees were lying everywhere, the ground was covered with shell-holes, and the majority of the dugouts completely caved in. Then came the search for wounded and

## HISTORY OF THE SIXTH U. S. ENGINEERS 79

dead comrades. Eight men were dead when found, while during the night seventy-three had been wounded or gassed. After all that remained of the company at 9 A. M. answered roll call they were told to roll packs. Following Lieutenant McCaro, the company filed out of the woods. Marching to a line of support trenches near Greves Farm, they relieved Companies B and C of the Seventh Infantry. Here the company immediately began work on the trenches which were uncompleted. Being under observation of the enemy their activity drew shell fire. The work was delayed temporarily, but there were no casualties. That night barbed-wire entanglements were constructed in front of the position. The remainder of the night the men stood to.

The night of July 17th a cloudburst left the company wallowing about in the trenches with water up to their knees.

Sergeant Turner and the cooks always labored to furnish the company with the best food available. Every night food was brought up through the shelled area, a distance of five kilometers from the kitchen, which was located near Charmoy Farm.

At 8:30 P. M., July 18th, the company was ordered out and marched back to La Charmoy Farm.

### COMPANY F

COMPANY F, engaged in dugout construction near Viffort, was practically outside the barrage zone. Therefore, despite the fact that large caliber guns shelled Viffort and vicinity, not a single casualty re-

## 80 HISTORY OF THE SIXTH U. S. ENGINEERS

sulted throughout the night. Company headquarters at Viffort was almost deserted, the majority of the company being engaged in work. These parties at midnight had completed operations on the cut and cover shelters for the heavy artillery. The details remained during the night and following day perfecting the positions and furnishing all possible aid to the batteries. 7 P. M., July 15th, found the company assembled in Viffort awaiting orders. The expected orders arrived advising Captain Burns to proceed with F company via trucks to Courboin. Arriving there at 10 P. M., they were met by guides from the Seventh Infantry, who were to escort the company to the position which they had been assigned. As the guides experienced difficulty in locating the position, it was daybreak before the company marched into its position. This was a line of support trenches, partially manned by the Seventh Infantry. Although the enemy was not shelling the position when the company took it over, the shelling of the night before had practically wrecked the trenches, so the company spent the forenoon deepening them and constructing splinter proofs. This work was pushed vigorously, as it was expected that the enemy would make a further attempt to break through at this point. During the night the company stood to. However, the expected attack failed to materialize, and at 6 P. M. on the 16th the company received orders to return to Viffort.

The hike back was quite an ordeal, as the men were exhausted from work and loss of sleep. On the morning of the 17th Sergeant Bornfleth, with a detachment, was sent out to repair and clear the Crezancy-St. Eugene road, which was littered with

dead horses and débris resulting from the bombardment. As this work was carried on in full view of enemy observation balloons, heavy shell fire followed. Much credit is due Sergeant Bornfleth for his efficient supervision and later withdrawal of this detachment under fire without casualties. The detachment marched to Courboin, where they cleared the roads and engaged in burying the dead. The company in the meantime resumed work on dugouts and shelters.

### THE TRAIN

"ALERT—A" had been sent out to all organizations in the line late in the afternoon of July 14, 1918. Six ammunition wagons with reserve ammunition were sent out to the six companies of the regiment. Four wagons of camouflage accompanied the Eighteenth Field Artillery, which was swinging into position that night. Some of the trucks and wagons were assisting the various companies in their work and movements and the rest of the transportation was running dugout material, mine timbers, sand-bags, riveting material and all manner of engineering equipment to the various units deployed from Château-Thierry west to Varennes and from the banks of the Marne back to Viffort.

At 11:30 P. M. our guns opened up a terrific fire on the German positions. It was not, however, until midnight that the enemy artillery, heavily reënforced, opened up a terrific fire on the Third Division sector. When the enemy barrage came down the animal and motor sections of the train

## 82 HISTORY OF THE SIXTH U. S. ENGINEERS

were scattered over the entire front, but by morning the infantry and engineers had received their tools, the light artillery their camouflage, and the heavy artillery, after receiving their camouflage, had been supplied with ammunition. All loads had been delivered, but unfortunately some of the teams never got back. One driver had his four-line team shot completely away when a battery of the Eighteenth Field Artillery was hung up on the road and shot to pieces. Another had his animals and wagon shot to pieces while working with the Seventh Infantry. Several had all or part of their animals killed while with the various companies of the regiment. Teams from the Fourth, Thirtieth and Thirty-eighth Infantry came back in the morning with or without animal losses, but all came back with a receipt for their loads.

In the morning came the chance to volunteer for something that was really worth while. There was a forward ammunition dump established at Courboin triangle. Ammunition was delivered from the rear to this dump by the motor trucks of the ammunition train. It was the custom of the batteries to send their horse-drawn limbers and caissons to get ammunition from this dump and to carry it out to the guns as it was needed. The barrage of the previous night had killed all their animals. Early in the morning reports came in to the Third Artillery Brigade Headquarters from the batteries that they had either fired themselves out of ammunition or would do so in a short time. There was no transportation to haul ammunition from the triangle to the batteries. At the same time reports came in that other trucks bound for the batteries found the

## HISTORY OF THE SIXTH U. S. ENGINEERS 83

road beyond under such heavy shell fire that they had been forced to leave their loads at the triangle. The motor section of the train was called upon to run through the shell fire and deliver ammunition direct to the batteries. The driver of every truck in camp volunteered (substitute drivers were available) and the entire motor section set out with but one idea in view, and that was to put the ammunition beside the guns and keep them firing. Eight trucks went to those batteries deployed along the high ground just south of Château-Thierry, Blesmes and Crezancy. As they emerged from the cover of the fringe of woods running from St. Eugene to Courboin and Viffort into that wide stretch of wheat fields to the north, they ran into direct enemy observation and were severely shelled as they ran north along the road toward the batteries.

They did not hesitate, however, but passed the reserve trenches amid cheers and curses from the occupying troops and then on to the batteries in the woods just north of the river. The shelling followed them up to the edge of the woods, but with their wonderfully efficient Quad trucks they were able to leave the road, enter the forest and plow through the underbrush, making a wide detour so as not to reveal the position of the guns. No sooner had they delivered their load than they were off again for another. The first trip was successful. Fired with enthusiasm, the drivers continued their work through the morning and afternoon of the 15th. Night came on, but there was no let-up of the demand for ammunition. The 16th came and went. They had not slept and had eaten little or nothing. The 17th found them still at their wheels,

## 84 HISTORY OF THE SIXTH U. S. ENGINEERS

hungry and tired, but they continued to operate for about seventy-two hours, during which they not only drove their trucks without sleep and very little food, but loaded and unloaded every shell that they hauled. The morning of the 18th found all trucks dismissed from ammunition duty and back in camp. Wagoner Paul Vassar had done ninety hours continuous duty before he collapsed and was brought in unconscious.

After a short rest during the day these trucks were again put to the usual task of hauling engineer material and two trucks were sent to Echamps and Connigis to salvage tools and material belonging to the regiment. This ended the work in the Champagne Marne defensive.

### MARNE DEFENSE

#### COMPANY A

##### *Killed in Action*

2ND LT. ANDERSON, EARL O., July 15, 1918.  
CORP. CHISHOLM, DANIEL A., July 16, 1918.  
CORP. HILLDABRANT, NIEL E., July 16, 1918.  
PVT., 1 CL., BROWN, LOWELL S., July 15, 1918.  
PVT., 1 CL., HARD, CLARENCE E., July 15, 1918.  
PVT. BARRY, JOHN J., July 15, 1918.  
PVT. CLENNDENNING, CHARLES J., July 15, 1918.  
PVT. DRAKE, WILLIAM S., July 16, 1918.  
PVT. LEIFER, SHERMAN W., July 15, 1918.  
PVT. MALOY, ROBERT, July 16, 1918.  
PVT. MONTIETH, WILLIAM A. R., July 15, 1918.  
PVT. OLSON, RUDOLPH E., July 15, 1918.  
WAG. BOWER, FRANK R., died of wounds.  
PVT. DAUPHNINIAS, HARRY, died of wounds.

##### *Wounded in Action*

CAPT. CRANE, ALBERT E., July 15, 1918.  
1ST LT. RALPH, HENDRICK, July 15, 1918.

## HISTORY OF THE SIXTH U. S. ENGINEERS 85

SGT., 1 CL., HARRIMAN, SHERMAN G., July 15, 1918.  
CORP. BODENSTEIN, ALEXANDER F., July 16, 1918.  
CORP. McDERMOTT, FRANCIS T., July 16, 1918.  
CORP. MILLER, RALPH T., July 15, 1918.  
CORP. RUDDY, WALTER J., July 15, 1918.  
CORP. SIEGRIST, JOHN J., July 15, 1918.  
BUG. TURNEY, HARRY C., July 16, 1918.  
PVT., 1 CL., BIGLOW, KEMP V., July 15, 1918.  
PVT., 1 CL., HOBUCK, EVERETT M., July 15, 1918.  
PVT., 1 CL., KUHN, LOUIS J., July 16, 1918.  
PVT. BROMICK, WALTER, July 15, 1918.  
PVT. CALDWELL, VERNE S., July 16, 1918.  
PVT. EIERMAN, JESSE H., July 15, 1918.  
PVT. FLINT, HERMAN, July 16, 1918.  
PVT. GLENN, HAROLD, July 15, 1918.  
PVT. LAIBERG, STEVEN, July 15, 1918.  
PVT. LASSITER, JAMES E., July 15, 1918.  
PVT. McVEAUGH, JOSEPH J., July 15, 1918.  
PVT. MOORE, EUGENE, July 15, 1918.  
PVT. TEMPNIISKI, JOHN, July 15, 1918.  
PVT. WELLS, SHIRLEY, July 15, 1918.  
PVT. WHARTON, WILLIAM, July 16, 1918.

### *Gassed in Action*

SGT., 1 CL., HAMMER, JOHN H., July 16, 1918.  
STABLE SGT. HOLLIS, CHARLES B., July 16, 1918.  
SGT. DUPRE, ROBERT J. B., July 16, 1918.  
SGT. HAYES, CLINTON W., July 16, 1918.  
SGT. MILLER, CHARLES, July 16, 1918.  
SGT. OGLE, HENRY L., July 16, 1918.  
SGT. PURSEY, CARL J., July 16, 1918.  
CORP. BEAUMONT, FREDERICK E., July 16, 1918.  
CORP. DAVIS, EDWARD H., July 16, 1918.  
CORP. DAVIS, HARRY J., July 16, 1918.  
CORP. DORSEY, EDWARD H., July 16, 1918.  
CORP. EARLY, JAMES J., July 16, 1918.  
CORP. FRUTCHY, ARGERS, July 16, 1918.  
CORP. GINEVAN, GERALD, July 16, 1918.  
CORP. HANSEN, \_\_\_\_\_, July 16, 1918.  
CORP. KIRWAN, DANIEL J., July 16, 1918.  
CORP. SIBOLE, CHARLES J., July 16, 1918.  
COOK PROVENCIAL, THEODORE P., July 16, 1918.  
HS. O'ROURKE, MICHAEL J., July 16, 1918.  
WAG. CUMBER, BEN, July 16, 1918.

## 86 HISTORY OF THE SIXTH U. S. ENGINEERS

BUG. NICHOLS, CARL S., July 16, 1918.  
PVT., 1 CL., AUBREY, GEORGE, July 15, 1918.  
PVT., 1 CL., BONNER, GEORGE, July 15, 1918.  
PVT., 1 CL., FARNSWORTH, ANDREW, July 16, 1918.  
PVT., 1 CL., FULTON, JOHN B., July 16, 1918.  
PVT., 1 CL., HOLTZ, JOHN B., July 16, 1918.  
PVT., 1 CL., HUTCHINSON, JOHN M., July 16, 1918.  
PVT., 1 CL., INSIGNA, VINCENT, July 16, 1918.  
PVT., 1 CL., LUCAS, WILLIAM, July 16, 1918.  
PVT., 1 CL., MARTIN, ALBERT, July 15, 1918.  
PVT., 1 CL., MONTESERRAT, J., July 16, 1918.  
PVT., 1 CL., POWELL, CLYDE, July 16, 1918.  
PVT., 1 CL., RANDALL, WILLIAM J., July 16, 1918.  
PVT., 1 CL., RUTHS, DANIEL, July 16, 1918.  
PVT., 1 CL., WILKIE, RAY F., July 16, 1918.  
PVT., 1 CL., WILLIAS, WILLIAM B., July 16, 1918.  
PVT. APLE, AUGUST, July 15, 1918.  
PVT. BEAMEISTER, EDWIN W., July 16, 1918.  
PVT. BETTY, HERBERT A., July 15, 1918.  
PVT. BIELITZ, HILNAR, July 15, 1918.  
PVT. BIGHOUSE, PETER, July 16, 1918.  
PVT. BILLMAN, LESTER, July 16, 1918.  
PVT. BLOESER, ARNOLD C., July 16, 1918.  
PVT. COOPER, GARRET, July 15, 1918.  
PVT. FARRAR, WALTER E., July 16, 1918.  
PVT. FLYNN, JOHN, July 15, 1918.  
PVT. HARZAMA, PETER, July 16, 1918.  
PVT. HERBERT, PETER J., July 16, 1918.  
PVT. MCKENNA, EDWARD P., July 16, 1918.  
PVT. MOXLEY, CHARLES E., July 15, 1918.  
PVT. OSSENBRINK, FRED J. H., July 15, 1918.  
PVT. PEJKA, JOHN, July 15, 1918.  
PVT. PENNINGTON, JOHN A., July 16, 1918.  
PVT. PENNINGTON, WILLIAM, July 16, 1918.  
PVT. ROGAN, GEORGE, July 16, 1918.  
PVT. SIMPSON, ELMER B., July 15, 1918.  
PVT. SULLIVAN, DANIEL J., July 15, 1918.  
PVT. WATER, WILLIAM, July 16, 1918.  
PVT. WHARTON, THOMAS J., July 16, 1918.

### COMPANY B

#### *Killed in Action*

PVT. PIATT, STEWART W., July 16, 1918  
PVT. RUSSEL, WILLIAM H., died of wounds

## HISTORY OF THE SIXTH U. S. ENGINEERS 87

### *Wounded in Action*

CAPT. HARRIS, CHARLES D., July 15, 1918.  
SGT., 1 CL., SHAW, MILIARD C., July 16, 1918.  
SGT. BRENEMAN, AMOS L., July 15, 1918.  
CORP. HOETZEL, CHARLES F., July 17, 1918.  
CORP. HUDSON, HENRY T., July 16, 1918.  
PVT. MATTHEWS, KENNETH, July 15, 1918.  
PVT. PRICE, ROY C., July 15, 1918.  
PVT. SLANSKY, JERRY, July 15, 1918.  
PVT. WIDAUSKI, FRANK A., July 15, 1918.

## COMPANY C

### *Killed in Action*

CORP. McALLISTER, EVERETT, July 15, 1918.  
CORP. McLEAN, GEORGE, July 16, 1918.  
COOK HASSEWER, RUDOLPH, July 15, 1918.  
PVT., 1 CL., ATOBELL, FRANK, July 16, 1918.  
PVT., 1 CL., GALLAGHER, DAVID, July 16, 1918.  
PVT., 1 CL., GREEN, WILLIAM T., July 16, 1918.  
PVT., 1 CL., HUBERT, HAROLD W., July 15, 1918.  
PVT., 1 CL., JARONI, MARTIN, July 16, 1918.  
PVT. BARRETT, WALTER J., July 15, 1918.  
PVT. ESSINGLER, ANDY L., July 15, 1918.  
PVT. FOURNIER, JOSEPH T., July 15, 1918.  
PVT. MORAN, MARTIN, July 16, 1918.  
PVT. STANSBURY, CHARLES E., July 15, 1918.  
PVT. VAN WETERING, FRANK J., July 16, 1918.  
PVT. WALLACE, JOSEPH, July 16, 1918.  
CORP. HOLCOMBE, LYNN S., died of wounds.  
CORP. WATT, EARL J., died of wounds.

### *Wounded in Action*

1ST LT. HEFLER, RICHARD E., July 15, 1918.  
2ND LT. HOYT, FRANK W., July 16, 1918.  
1ST SGT. MONTGOMERY, HARRY, July 15, 1918.  
SGT., 1 CL., CURRY, JOHN A., July 15, 1918.  
SGT., 1 CL., HUGHES, FRANCIS J., July 15, 1918.  
MESS SGT. FAIRBANKS, HARRY, July 15, 1918.  
SGT. FERGUESON, ENOCH, July 16, 1918.  
SGT. McQUEER, BERT H., July 15, 1918.  
SGT. TAYLOR, WILLIAM, July 16, 1918.  
CORP. BEHRE, HENRY A., July 15, 1918.  
CORP. CANNAN, FRANK, July 16, 1918.

## 88 HISTORY OF THE SIXTH U. S. ENGINEERS

CORP. MOORE, EARL, July 15, 1918.  
CORP. PLAISS, LOUIS E., July 15, 1918.  
CORP. SRINER, GEORGE, July 15, 1918.  
COOK BOBB, LYNN, July 15, 1918.  
COOK GORDON, WILLIAM A., July 15, 1918.  
COOK ZALEWSKI, PAUL, July 15, 1918.  
HS. EASINSKI, LUDWIKI, July 15, 1918.  
WAG. HANON, FRANCIS, July 15, 1918.  
BUG. HOFFMAN, RAY, July 15, 1918.  
PVT., 1 CL., BROWN, HENRY D., July 15, 1918.  
PVT., 1 CL., BJORK, JOEEL W., July 16, 1918.  
PVT., 1 CL., ERDE, HERMAN, July 15, 1918.  
PVT., 1 CL., GILTS, DAN, July 15, 1918.  
PVT., 1 CL., HOUGH, WILLIAM F., July 15, 1918.  
PVT., 1 CL., LAZZARO, GIROLAMO, July 15, 1918.  
PVT., 1 CL., McPHILLIPS, GEORGE, July 15, 1918.  
PVT., 1 CL., MULLARKY, FRANKLIN J., July 16, 1918.  
PVT., 1 CL., SHEA, EDWARD J., July 15, 1918.  
PVT. BOEHN, FREDERICK, July 15, 1918.  
PVT. BORDELEAU, JOHN, July 15, 1918.  
PVT. BAYTON, BIRGE S., July 15, 1918.  
PVT. EGAN, JOHN J., July 15, 1918.  
PVT. EIMBUND, JACOB, July 15, 1918.  
PVT. FEENEY, JAMES H., July 15, 1918.  
PVT. FOREE, OLIVER H., July 15, 1918.  
PVT. HARMON, JOHN E., July 15, 1918.  
PVT. KENNEDY, KILEY, July 15, 1918.  
PVT. LARRABEE, THOMAS J., July 15, 1918.  
PVT. LORING, EDWARD, July 15, 1918.  
PVT. LUTVEN SCHUCK, ELIA, July 15, 1918.  
PVT. MACINTYRE, CHARLES A., July 15, 1918.  
PVT. McGRANN, JOHN, July 15, 1918.  
PVT. METCALF, GEORGE J., July 15, 1918.  
PVT. MITCHELL, CEDERIC, July 15, 1918.  
PVT. O'HARA, SLATEN V., July 15, 1918.  
PVT. POTESANOS, TONY, July 15, 1918.  
PVT. QUINN, AUGUST F., July 15, 1918.  
PVT. READY, HARRY J., July 15, 1918.  
PVT. RILEY, LAWRENCE L., July 15, 1918.  
PVT. SPIEGEL, WALDEMAR, July 15, 1918.  
PVT. ULSEN, HARRY, July 15, 1918.

### *Gassed in Action*

CAPT. HEAVEY, WILLIAM F., July 15, 1918.  
SGT., 1 CL., GALLAGHER, THOMAS J., July 15, 1918.

## HISTORY OF THE SIXTH U. S. ENGINEERS 89

SGT., 1 CL., PATTERSON, HARRY L., July 15, 1918.  
SGT. MEAD, STANLEY J., July 15, 1918.  
CORP. CALLAHAN, WILLIAM J., July 15, 1918.  
COOK BULLOCK, JAMES P., July 15, 1918.  
SADL. TAYLOR, LESLIE, July 15, 1918.  
WAG. JOSE, FRANK H., JR., July 15, 1918.  
PVT., 1 CL., ABITANTO, SALVATORE, July 15, 1918.  
PVT., 1 CL., ARBOGAST, HARRY V., July 15, 1918.  
PVT., 1 CL., BENNETT, DALTON S., July 15, 1918.  
PVT., 1 CL., KELBER, FREDERICK, July 15, 1918.  
PVT., 1 CL., LUND, ERICK, July 15, 1918.  
PVT., 1 CL., McCOO, THOMAS A., July 15, 1918.  
PVT. ADAMS, RALPH A., July 16, 1918.  
PVT. FAUS, HAROLD T., July 15, 1918.  
PVT. METZINGER, CLARENCE J., July 15, 1918.  
PVT. ROSENBLATT, JACK, July 15, 1918.  
PVT. STATOR, JESSE B., July 15, 1918.  
PVT. STAVELY, FREDERICK, July 15, 1918.  
PVT. TOLLOTSON, CLAUDE, July 15, 1918.  
PVT. UNDERWOOD, ROBERT P., July 15, 1918.

### *Missing in Action*

PVT. PETERSON, FREDERICK, July 15, 1918.

## COMPANY D

### *Killed in Action*

1ST LT. DEDICKE, ERNEST C., July 18, 1918.  
CORP. SAUGER, CALVIN C., July 15, 1918.  
PVT. HINDERLONG, EMMIT C., died of wounds.

### *Wounded in Action*

SGT., 1 CL., WHITE, CARROLL W., July 15, 1918.  
SGT. BOSSI, CONSTANT, July 18, 1918.  
SGT. CONNORS, CORNELIUS, July 15, 1918.  
SGT. HARRIS, ARTHUR, July 18, 1918.  
SGT. LAING, JOHN C., July 15, 1918.  
SGT. SOLLISH, HERMAN, July 15, 1918.  
CORP. BROADWELL, WILLIAM, July 15, 1918.  
CORP. FLENNERY, VINCENT K., July 15, 1918.  
CORP. GLEESON, JOSEPH M., July 15, 1918.  
CORP. HEPSLEY, HAROLD H., July 15, 1918.  
CORP. KENSMORE, HAROLD S., July 17, 1918.  
PVT., 1 CL., DAWSON, IRVING, July 15, 1918.

## 90 HISTORY OF THE SIXTH U. S. ENGINEERS

PVT., 1 CL., MOSER, RUDOLPH E., July 15, 1918.  
PVT., 1 CL., SHOEMAKER, RUSSELL, July 15, 1918.  
PVT., 1 CL., TAYLOR, CONNIE A., July 15, 1918.  
PVT. FLEUTLE, JOHN F., July 15, 1918.  
PVT. KLEDARAS, BERNARD V., July 15, 1918.  
PVT. KNOST, LAWRENCE, July 15, 1918.  
PVT. MADDEN, HARRY, July 15, 1918.  
PVT. MAGIL, JOSEPH, July 15, 1918.  
PVT. MANN, CHESTER A., July 15, 1918.  
PVT. MILBER, CLIFFORD L., July 15, 1918.  
PVT. CLAUDE, EDWIN, July 16, 1918.  
PVT. SHAW, FRANK W., July 15, 1918.

### *Gassed in Action*

COOK CURTIS, ROBERT K., July 18, 1918.  
COOK WILKE, CARL F., July 18, 1918.  
PVT., 1 CL., SKELLY, GEORGE M., July 15, 1918.  
PVT., 1 CL., TEBBETTS, HARRY B., July 18, 1918.  
PVT., 1 CL., WILLIAMSON, JACK, July 15, 1918.

## COMPANY E

### *Killed in Action*

CORP. SNYDER, HOWARD U., July 15, 1918.  
PVT., 1 CL., SANTA, JOHN, July 15, 1918.  
PVT. FARHARJ, DAHAAR, July 15, 1918.  
PVT. KING, THOMAS F., July 15, 1918.  
PVT. PRINCE, MELVILLE, July 15, 1918.  
PVT. ROCHE, MICHAEL A., July 15, 1918.  
PVT. SHULSKY, BARNI, July 15, 1918.  
PVT. ZOK, JOE E., July 15, 1918.

### *Wounded in Action*

SGT., 1 CL., GRAHAM, ROBERT E., July 15, 1918.  
SGT., 1 CL., WISE, JOHN J., July 15, 1918.  
CORP. COLEMAN, DON C., July 15, 1918.  
CORP. FIELD, HERBERT H., JR., July 15, 1918.  
CORP. HARTLEROODE, CECIL C., July 15, 1918.  
CORP. HEINLEN, EDWARD C., July 15, 1918.  
PVT., 1 CL., ARMSTRONG, JOHN E., July 15, 1918.  
PVT., 1 CL., BAILEY, WILLIAM A., July 15, 1918.  
PVT., 1 CL., CLAWSON, CARROL H., July 15, 1918.  
PVT., 1 CL., KELSON, ANGIE J., July 15, 1918.  
PVT., 1 CL., MACE, EARL F., July 15, 1918.  
PVT., 1 CL., REID, DAVID H., July 15, 1918.

## HISTORY OF THE SIXTH U. S. ENGINEERS 91

### *Gassed in Action*

SGT., 1 CL., WHITE, IRL L., July 15, 1918.  
SGT. HARRIS, BYRON L., July 15, 1918.  
SGT. HUGHES, WALTER O., July 15, 1918.  
SGT. KLENTSCHY, HERMAN M., July 15, 1918.  
SGT. O'BRIEN, PHILIP, July 15, 1918.  
SGT. THOMAS, JOHN, July 15, 1918.  
CORP. AYLES, GEORGE O., July 15, 1918.  
CORP. CROWHURST, WILLIS H., July 15, 1918.  
CORP. FELL, JOHN G., July 15, 1918.  
CORP. GRAHAM, HARRY W., July 15, 1918.  
CORP. HAYDEN, HENRY J., July 15, 1918.  
CORP. HENCH, KYNN H., July 15, 1918.  
CORP. KING, PAUL J., July 15, 1918.  
CORP. LOGTUS, JOHN P., July 15, 1918.  
CORP. MACFALL, RAYMOND F., July 15, 1918.  
CORP. MULLEN, JAMES T., July 15, 1918.  
CORP. RICHARDS, ROYAL L., July 15, 1918.  
CORP. WHITE, LOUIS W., July 15, 1918.  
COOK REICH, CHRISTIAN C., July 15, 1918.  
WAG. LADLEE, ERNEST J., July 15, 1918.  
PVT., 1 CL., CLEVELAND, LORIN G., July 15, 1918.  
PVT., 1 CL., DEYOUNG, EDWARD, July 15, 1918.  
PVT., 1 CL., EETHERTON, TED D., July 15, 1918.  
PVT. 1 CL., HARDMAN, HOMER S., July 15, 1918.  
PVT., 1 CL., IRMER, WALTER A., July 15, 1918.  
PVT., 1 CL., JONES, ARTHUR S., July 15, 1918.  
PVT., 1 CL., MACDONALD, JAMES A., July 15, 1918.  
PVT., 1 CL., MELENDY, SAMUEL W., July 15, 1918.  
PVT., 1 CL., SCHRAYSHUN, JACOB C., July 15, 1918.  
PVT., 1 CL., YORK, JOHN H., July 15, 1918.  
PVT. BAUER, GEORGE, July 15, 1918.  
PVT. BURKE, JAMES D., July 15, 1918.  
PVT. CALABRESE, VITO, July 15, 1918.  
PVT. CASSMAN, GEORGE, July 15, 1918.  
PVT. COLLINS, ELMER E., July 15, 1918.  
PVT. COMER, JOHN M., July 15, 1918.  
PVT. CONCANNON, JOHN, July 15, 1918.  
PVT. COUGHLIN, JOHN B., July 15, 1918.  
PVT. CUCCIA, JOSEPH, July 15, 1918.  
PVT. DELLINGER, ARTHUR E., July 15, 1918.  
PVT. EDWARDS, JOHN H., July 15, 1918.  
PVT. FERREL, JOHN T., July 15, 1918.  
PVT. FICKA, WILLIAM T., July 15, 1918.

## 92 HISTORY OF THE SIXTH U. S. ENGINEERS

PVT. HILZ, HENRY, July 15, 1918.  
PVT. JAMES, PAUL, July 15, 1918.  
PVT. LINDEN, RICHARD, July 15, 1918.  
PVT. LINDSEY, ANSEL, July 15, 1918.  
PVT. MONROE, THEODORE, July 15, 1918.  
PVT. PEARSON, JOHN H., July 15, 1918.  
PVT. PRESTON, WALTER R., July 15, 1918.  
PVT. RAMSAY, DAVID V., July 15, 1918.  
PVT. STAFFORD, LEWIS I., July 15, 1918.  
PVT. TEMPLETON, HUFF T., July 15, 1918.  
PVT. TETLEMAN, THEODORE, July 15, 1918.  
PVT. THORNESEN, ALBERT C., July 15, 1918.  
PVT. THOMASON, JIMMIE F., July 15, 1918.  
PVT. WILKE, HERMAN F., July 15, 1918.

### COMPANY F

#### *Killed in Action*

SGT. MCKAY, CHARLES, July 15, 1918.

### SIXTH ENGINEER TRAIN

#### *Wounded in Action*

PVT., 1 CL, ROBINSON, GEORGE C.  
WAG. VASSAR, PAUL H.  
WAG. WARYE, FRED.

### MEDICAL DETACHMENT

#### *Killed in Action*

PVT., 1 CL, HANLON, FRANCIS S., July 15, 1918.

#### *Wounded in Action*

1ST LT. TOPMOELLER, WILLIAM G., July 16, 1918.  
PVT. BICKSTEIN, SAMUEL, July 17, 1918.

## AISNE-MARNE OFFENSIVE

**A**T midnight of the 18th of July the companies of the regiment were located as follows: Company A at Bas Foret, Companies B and C at La Charmoy Ferme, Company D at Blesmes, Company E at Le Chanet woods, near St. Eugene, as support to the Seventh Infantry, and Company F at Viffort. On the 19th Companies A, B, C and E continued their work in the vicinity of Bas Foret and Le Charmoy, begun on the 18th, entrenching on the army corps line and the switch along the right flank of the division. This work was continued until the night of the 20th, when all companies were withdrawn to their camps and ordered to stand to for further orders in connection with the contemplated advance of the division.

On the 21st the order for the advance was received for Companies B and F to move to the south bank of the Marne. About 2 P. M. Company B was crowded into trucks, and after a nerve-racking ride under shell fire, arrived at Mezy. Here a patrol was immediately sent out, led by Sergeant, First Class, Boyle, to cross the Marne and clean out the snipers and machine gun nests which prevented bridging the river. Three o'clock in the afternoon found a group of men struggling with a large row-boat, painted a brilliant white, which had been salvaged among the ruins of Mezy. This made a good target for the enemy snipers, who immediately got

## 94 HISTORY OF THE SIXTH U. S. ENGINEERS

busy and wasted a great deal of ammunition. After a tiresome and dangerous haul the boat was launched in a little inlet which it was necessary to cross before coming to the actual bank of the river. After several trips the entire patrol was ferried across this inlet and took position in the tall grass along the river bank. Private Stevens courageously started on ahead, but was soon halted by a bullet in the arm. He was bandaged and sent to the rear, a ticklish task, as the enemy were now fully awake. A small party was sent out on each flank, and Corporals Sharp and Gormley volunteered to creep ahead as scouts. The flanking parties were to create a disturbance and draw the enemy's fire, thus revealing his position to the scouts. The ruse was unnecessary, however, for by skillful and courageous handling of the situation the two scouts interchanged shots with the intermediate snipers until they were silenced. The patrol was enabled to continue its advance across the Marne itself, although the fire from more distant machine gun nests was still quite uncomfortable. Every one breathed a momentary sigh of relief when he was ferried safely across, but Private Claypoole, who did the ferrying, went back and forth many times. The artillery fire was gradually increasing, dusk was falling, and the patrol commenced to get seriously down to work. Several venturesome snipers were soon located and put out of commission, and under cover of darkness the patrol rejoined the company.

Meanwhile the other members of B company had moved to the right of the town and taken position along a railroad embankment, as the enemy artillery was dropping shell after shell in the town itself.

HISTORY OF THE SIXTH U. S. ENGINEERS 95



GAS ALARM

## 96 HISTORY OF THE SIXTH U. S. ENGINEERS

During the night the entire company boarded trucks for Fossoy. This was a memorable journey, as the trucks slid off the shell-torn roads, and the shell fire was incessant. Fossoy was reached in due season, and the construction of a foot bridge over the Marne commenced at that point. The town of Fossoy is located about half a kilometer from the river bank, and as the roads from the town to the river were practically obliterated it was necessary to unload the material in the town and carry it by hand to the river bank. Heavy floats were borne on the shoulders of the men over a difficult path. In intense darkness, relieved only by the bursting of enemy shells, the work was carried on and daybreak saw the bridge complete. The morning was spent in gaining a few hours' well-earned rest in a nearby wood, which prevented enemy observation but was nevertheless subjected to a heavy artillery fire.

Company F proceeded upon the same day to Mezy to bridge the river there. Trucks from the engineer train hauled the bridge material to the village, and after pausing to pick up unloading details from Company F dashed down to the river in the face of active opposition from machine guns on the opposite bank and delivered their consignments. It was dangerous work and personal heroism was everywhere in evidence. Here are a few samples:

Private Newmark was a member of a scouting detail that went down to the river with the first truck. When nearing the water the truck was fired upon by a machine gun at close range and the men were forced to abandon it temporarily. Private Newmark went back a short distance to a turn in the road and though still under fire remained there to

## HISTORY OF THE SIXTH U. S. ENGINEERS 97

warn the trucks following of the danger. He was killed by a bullet through the head.

When the enemy opened fire on the trucks Sergeant McKay took charge of a party armed with rifles and automatic rifles with the intention of silencing the Boche fire. He advanced to an open space and though fired at several times by a sniper persisted in exposing himself in an endeavor to locate the enemy, until he was mortally wounded by a bullet through the lungs.

Meanwhile Lieutenant Iry, with Corporals Swartz, Wigglesworth and Van Ostend and Privates Babbitt and Prince, had succeeded in unloading and launching a rowboat, but the enemy trained another machine gun on them, and they were forced to take cover. The Germans were waking up to the situation by this time, and machine guns began popping from various parts of the opposite hillside. The lieutenant, hearing that Sergeant McKay was badly injured, crawled to his assistance, and together with Private Eberle, who was in the sergeant's party, bound up his wounds and dragged him to shelter across fifty yards of bullet-swept ground.

Having no artillery support, the work was delayed until dark. Assisted by covering parties from the Thirty-eighth Infantry, who crossed the river under cover of darkness and cleaned out some of the most troublesome machine gun nests, the company assembled the material and pushed the bridge over. It was slow work, as the equipment had been hastily improvised, and daylight was breaking when the job was finished. The German artillery shelled the vicinity continually but failed to score a hit.

The work of Corporal Young in directing the

## 98 HISTORY OF THE SIXTH U. S. ENGINEERS

construction was an outstanding feature of the night's work. Leaving a squad to act as guard and to keep the bridge in repair the company sought bomb-proofs for a few hours' rest, then returned to the river. They were now confronted with the task of constructing a bridge that would support transportation, and their supplies consisted of their tool wagons. But a soldier is a born rustler and every man located material. The enemy had left boats and other material in the river when his attempted crossing was frustrated the previous week by our artillery and infantry, and in a short time boats began to arrive from both directions. All of them were more or less damaged by bullets and shell fragments, but the holes were stuffed with rags and when the water ran in too fast some one bailed them out. As soon as the boats began to move along the river the enemy, who had direct observation on almost all the surrounding country, opened fire with heavy howitzers. There were several narrow escapes by boat crews and it seems almost miraculous that all of them escaped. As fast as the material was brought to the site selected for the bridge it was assembled by a party under Sergeants, First Class, Day and Eastman. At about 10 A. M. they were interrupted by a squadron of five enemy planes, who made an ineffectual attack with bombs and machine guns. Every one was glad to see Mess Sergeant Romanow at noon when he came down almost to the river with a hot dinner. Twenty-four hours had passed without food, and the meal gave them fresh courage.

On the afternoon of Monday, the 22nd, Companies B and F worked together salvaging lumber

## HISTORY OF THE SIXTH U. S. ENGINEERS 99

at a dam about two kilometers below the Mezy bridge site. A great deal of much-needed material was floating on the water here and the afternoon was spent in salvaging it. The lumber was fastened together in rafts and towed up the river, a ticklish task, as the woods still sheltered a few scattered snipers and shells of all calibers kept coming over all day long. One detail was within a hundred yards of a boat which they meant to procure when it was blown to pieces by a shell. Another detail, from Company F, was proceeding along the river at a point where the bank was perpendicular and the water very deep, when they were fired upon by a sniper. Hastily seizing the stems of some weeds which grew on the bank they swung themselves over into the water. Said Pat Mulroyne (who couldn't swim), "If Oi shtay on the bank Oi'll be shot, and if Oi fall in the river Oi'll dhrown. How long, think ye, this damned plant will hold out?" Pat got out with a whole skin, however.

The work on the bridge progressed slowly but surely. As the supply of usable boats ran out when the bridge was but half done, it was finished with trestle construction. Adjacent telephone poles, timbers from houses, and small trees were lashed together with rope and wire. Eight A. M. of the morning of the 23rd saw the work complete after a night of pouring rain and continual shelling, and the first vehicle, a ration wagon, passed over.

Great credit must be given to Sergeant Paul J. Merrill, Company B, who kept his men at work the entire night while subjected to severe machine-gun and artillery fire. It was due to his skillful direction

## 100 HISTORY OF THE SIXTH U. S. ENGINEERS

that the bridge was completed in the morning and the artillery allowed to pass over it.

Sergeant Broderick, of Company F, showed exceptional bravery and devotion to duty by remaining at his post operating an anti-aircraft gun at the south approach to the bridge, and succeeding in driving off enemy planes which were endeavoring to destroy it by bombing.

Wagoner Magnuson, of Company F, hauled water to his company under extremely heavy shell fire, when the feat was considered impossible.

After the completion of the bridge Company B gained a few hours' sleep in the ruins of dwellings at Mezy, with buildings being blown to pieces all around them. At about 7 P. M. they moved across the Marne to a point just east of Chartêves, where they dug themselves in on a hillside.

Company F remained at Mezy and took charge of the maintenance and repair of the constructed bridges. As the trestle part of the second bridge failed to stand up satisfactorily, they continued salvaging and repairing pontoon materials until they had sufficient members to span the river. A section of bridge was then constructed under the supervision of Master Engineer Brunner and traffic was suspended for two hours while the trestle work was torn out and the pontoon section floated into place—no small feat, as the replaced section had a total span of slightly less than one hundred feet.

Naturally the enemy made numerous attempts to destroy the bridges. He shelled on all sides of them, but seemed unable to land just where he wanted to. And every night his planes came over with bombs. Machine guns were salvaged and set

## HISTORY OF THE SIXTH U. S. ENGINEERS 101

up to discourage these "birds" and four crews were kept always on duty. On the afternoon of the 25th, when traffic was lined up at each end of the bridge for a distance of half a mile, a squadron of fourteen planes attacked with bombs and machine guns. Several bombs dropped perilously near the mark and the waiting transportation suffered quite severely from the machine gun fire, but the engineer gun crews stuck to their posts and the enemy abandoned the game without having effected his object. This was the last attempt made to destroy the bridges at Mezy.

Meanwhile Company E, in support in Le Chanet woods, near St. Eugene, had been engaged in salvaging and trench digging. Here they were under heavy artillery fire. In two days conditions quieted considerably, as the American advance continued to be successful, enabling the company to rest and receive a much-needed bath. They were taken in trucks to Essizes and received a thorough cleaning. At 2:30 P. M., July 21st, they marched to a point near Fontaine-aux-Charmes Farm, remaining here until 3 P. M. on July 22nd, when orders were received to report to the commanding officer, Seventh Infantry. At 8 P. M. they crossed the Marne over the improvised bridge near Fossoy, and joined the Third Battalion, Seventh Infantry, at Mont St. Pere with orders to advance on Le Charmel. This order was countermanded, however, and at 1:30 P. M. on July 23rd they billeted in the shell-torn village of Blesmes. Here they assisted French engineers to erect a reënforced pontoon bridge for heavy artillery to cross, and also built improvised roads to and from the bridge. In this

## 102 HISTORY OF THE SIXTH U. S. ENGINEERS

work they were often bombed by Boche aviators, who were never successful in any of their attempts.

Meanwhile Companies A and C had been carrying out a parallel operation at another point of the Marne. On the 23rd of July Company A was ordered from its position in reserve at Bas Foret and Company C from La Charmoy to "Cemetery Woods," between Mezy and Crezancy. Here the companies encamped and began operations on a ten-ton trestle bridge across the Marne River just west of Mezy. Company C began operations on the south and Company A on the north bank of the river. At this time Mezy was still under direct observation and subject to constant shelling. Moving objects on the roads in and about the town drew shell fire and rendered the bringing up of material a dangerous task. Despite this the building of the bridge was a vital necessity and demanded working day and night. Operations were begun by the first shift at noon of the 23rd at a site chosen by Major Larkin, Captain Heavey and Lieutenant Adams. The material was assembled and moved down close to the river. Trestles were constructed and cribs assembled under fairly heavy shell fire. At 4 P. M. on the 24th the trestles were complete and the cribs ready. The cribs were floated into place and sunk by dumping large stones into them. Finally the trestles and cribs were in place and the two companies began a race toward the middle of the river. From then on it was a case of every man concentrating on his particular duty. Shelling by day and bombing by night were not allowed to check operations. Fortunately the bombs dropped by the German airmen fell harmlessly into the Marne. At

## HISTORY OF THE SIXTH U. S. ENGINEERS 103

last it became the practice of the enemy aviators to make daylight bombing raids. At 11 A. M. on the 26th fifteen of the visitors came over and began to drop bombs about the bridge and the railroad station at Mezy, and several of them also turned their machine guns on the bridging parties. Upon the appearance of an Ally squadron the Germans took flight and bridging operations were resumed.

On the 27th the bridge built by A and C companies was completed. A few men having been left to guard the bridge and keep it in shape, Company A moved to Jaulgonne for road repair work, while Company C took up work on the roads around Mezy and Crezancy. On July 31st both companies moved to l'Herbennerie for rest and training.

On July 26th Company E again crossed the Marne and dug in north of Mont St. Pere. Here they assisted C company in repairing the approach to the crib bridge. From this place detachments were sent forward to work on the shell-torn roads and cut trails through the dense woods for the infantry to advance under cover. This work carried them through to Jaulgonne.

On the 29th the company marched back across the Marne with the joyful news that it was going back for a rest. After bivouacking for the night near the railway station at Varennes it marched to l'Herbennerie in the morning and pitched tents there.

Company D left its position as infantry reserve at Blesmes on July 22nd and advanced with the Fourth Infantry across the Marne to Mont St. Pere. From then on until the 27th the company was en-

104 HISTORY OF THE SIXTH U. S. ENGINEERS

gaged in cleaning up the town of Mont St. Pere, salvaging German engineer material and pontoon boats, and in standing to as reserve infantry. On the 27th they moved to Le Charmel by night. At and near this place they had their last active participation on the Marne front. Enemy artillery was very active and the town was bombed time and again. The 28th was spent in clearing and repairing the streets and roads of the town. On the evening of the 28th two platoons from the company were sent to the Ourcq, just beyond Fossoy Farm, and threw two bridges across under the very noses of the Huns. They worked all night, having some miraculous escapes but not losing a man. Shortly after daybreak they returned, the job being complete. On the 29th the two remaining platoons attempted to reach the same vicinity for road and bridge work, but were driven back by severe shell fire. On the night of the 29th D company hiked to Varennes, on the south bank of the Marne, where they camped until the next day, joining the regiment at l'Herbennerie near Fossoy on the 30th. The next day, as a fitting conclusion for many stirring days of action, they had hot biscuits for dinner, the first in eight months.

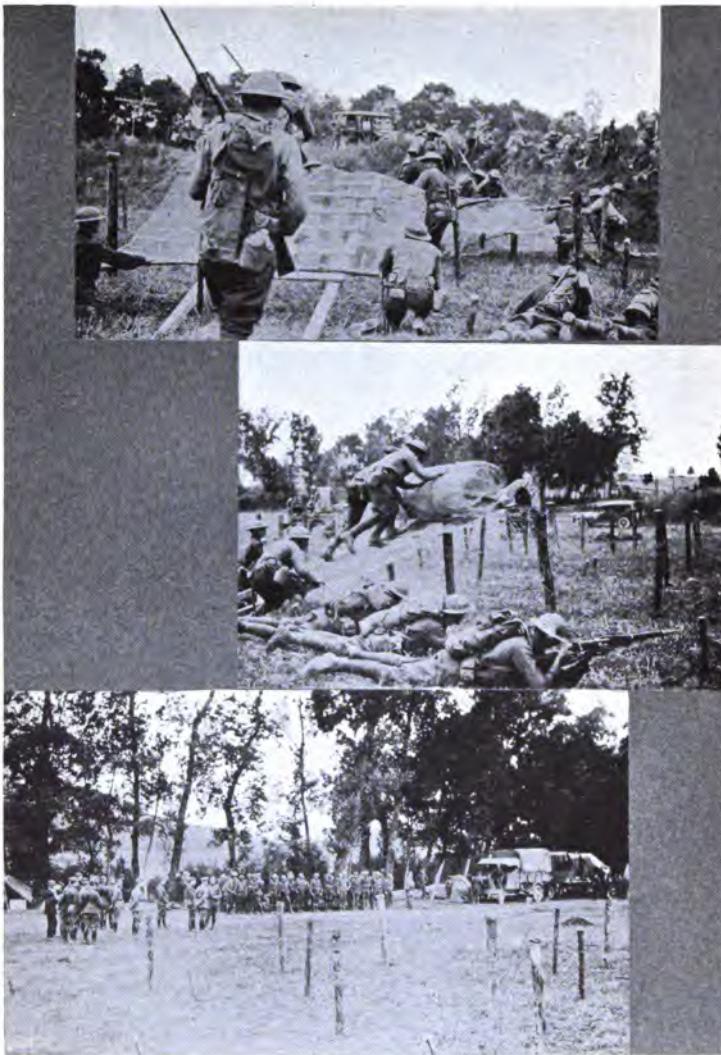
Company B at Chartêves had been engaged meanwhile in clearing and repairing the roads from Mont St. Pere to Jaulgonne. On the 24th First Lieutenant J. J. Cronin was sent with a detachment of thirty-five men to work on the roads in the vicinity of Le Charmel. This detachment found a wonderful dugout in the shape of an old chalk mine about two kilometers from the town of Le Charmel. Long disuse had caused this mine to become almost filled



TRESTLE BRIDGE, NEAR JAULGONNE, FRANCE

FRENCH FOOT BRIDGE OVER MARNE, NEAR JAULGONNE

FRENCH WINE BARREL BRIDGE, VINCELLES



OVER WIRE DEMONSTRATION, JULVECOURT, FRANCE  
CROSSING OVER WIRE, VANCOULERS, FRANCE  
DEMONSTRATION, WIRE ENTANGLEMENTS

## HISTORY OF THE SIXTH U. S. ENGINEERS 105

with water, but the platoon found room enough for quarters and dwelt safe from enemy shells or bombs. Owing to the proximity to the enemy all work was carried on at night. On the first night of their stay details were sent out to clear the roads from this point to the town of Le Charmel, which was believed to be occupied by American infantry. Two roads led into the town, an upper main road along the hillside and a road of less importance down in the valley. Two sections under Sergeants Merrill and Sharp were assigned to the upper road, and one under Corporal Bert Dougherty to the lower. The two detachments were to work on their respective roads and meet in the town of Le Charmel itself. All unwitting the two detachments passed the infantry front lines after a distance of about half a kilometer and continued out into "No Man's Land." The upper detachment, after advancing about one kilometer, was met by a volley of machine-gun and rifle fire. Fortunately no one was injured. The other detail proceeded until it was shelled by American artillery, when they beat a hasty retreat. Coming back was much more difficult than going forward had been and the workers were challenged and thoroughly questioned before they were allowed to proceed to the rear.

On the 27th this detachment returned to B company, which had been occupied in constructing a post of command for Fifth Brigade Headquarters. The company worked repairing roads for three days, and on the 31st joined the regiment at l'Herbennerie.

Company F, which had been maintaining the bridge at Mezy, was ordered on the 27th to dis-

## 106 HISTORY OF THE SIXTH U. S. ENGINEERS

mantle the bridge and move it up the river to Jaulgonne, a distance of about three kilometers. The boats were lashed together in pairs, loaded with balk, chests and the men's packs, and the entire company became sailors. Some crews rowed up, some were towed by means of a light line to the bank, and one or two crews even improvised sails. The exodus began about dark and by breakfast time the next day the bridge had been established on its new site. Aside from the regular night bombing raids the company was not bothered by the enemy. The bridge was strengthened in every possible way and stood up under a continual strain of heavy traffic until the company left the sector.

Several amusing incidents occurred while the company was at Jaulgonne. Private J. Williams went to sleep the first night in a strange cellar and grumbled at the man lying near him who wouldn't "move over." Next morning Williams discovered that his lazy friend was a very dead German. Private Wilson conceived the idea of winning fame by bagging a German aeroplane that paid nightly visits. He set up a salvaged German machine gun, and when the German came over opened fire. The German dropped a small bomb at him which killed a horse of the One Hundred and Seventh Engineers and also Wilson's ambitions.

Company F did not join the regiment at l'Herbennerie, but was left at Jaulgonne to maintain the bridges.

On the morning of July 19, 1918, the Train received orders from the Thirty-eighth French Army Corps to proceed to Pissiloup to load

## HISTORY OF THE SIXTH U. S. ENGINEERS 107

a rowboat pontoon and cork bridge and to deliver it in the public square of Château-Thierry on the south bank of the Marne. Fired with the enthusiasm of work well done on the ammunition detail the men went forth to this difficult and dangerous task with a will. Arriving at Pissiloup, both the pontoon and cork bridge were speedily loaded and the company on the way back to camp. After a short stay in camp, just long enough to "chow," the company proceeded straight north to Château-Thierry at dusk. Arriving at the railroad the officer in charge of the fleet went forward to meet the French engineers and received his direction for bringing the fleet in. Laboriously the Train made its way through the old roundhouse yard, through a destroyed house, and then by twists and turns, dodging débris and wreckage, crawled out into the station plaza down the street to the main highway, thence to the left to the little plaza or park at the end of the Château-Thierry bridge. Here a detail of French engineer troops unloaded the bridge. Great care had been taken to maintain silence, but the enemy, who was directly across the river within a stone's throw, heard the trucks and the noise incident to the unloading of the bridge. Immediately they began a very uncomfortable heavy fire of "whizz-bangs," or one-pounders, which was immediately reënforced by 77's.

Their mission having been fulfilled, great care was taken to leave the town very quietly in order not to draw any more artillery fire upon the brave French troops, who remained in the town, but the old Quads showed that they were capable of *some*

speed after they cleared the town and the round-house.

At eleven o'clock on the 20th the division received orders to prepare to cross the Marne at a moment's notice in pursuit of the defeated Hun. Some satisfactory and practicable bridge was necessary. In the Engineer Train the idea of making a pontoon bridge of empty gasoline bidons was conceived and its construction volunteered, but not until the above order from the division was received was permission granted to the Train to commence work. Immediately every man available was given a detail. The animal section was sent into the woods with orders to cut a large quantity of poles fourteen and sixteen feet long. These were divided into axmen, trimmers and carrying parties. A detail was made and instructed on the method of assembly. A carpenter's detail was given a job of making the floor panels and the truck section was sent to the ration dump at Montdauphin and Boissy to procure all available empty gasoline bidons.

No lashings were available, and the first attempt to make a float, lashed with wire and capable of being transported without shaking to pieces, was unsuccessful. After several trials and attempts it was found by bearing down on the green saplins that the spring in these poles could be utilized in drawing the wire lashing snug.

After making the first successful float the work progressed rapidly. The first span for the Marne, including the procurement of materials and its manufacture, was completed in five hours. The second span of twenty floats was manufactured in four hours.

## HISTORY OF THE SIXTH U. S. ENGINEERS 109

The next day at twelve noon, July 21st, orders were received to load and deliver the bridge at Mezy. Three trucks were sent forward to pick up men of Company F, to be transported to the same place. The Train started out, fourteen trucks in all. At Courboin the trucks, loaded with men of Company F, fell in the column and Lieutenant C. N. Iry, Company F, joined the train commander at the head of the convoy.

The Train proceeded down through St. Eugene without incident. Immediately upon running out from cover at Le Chanet the enemy threw down a curtain of fire. As the convoy proceeded along the road shells from enemy batteries, singly and in groups of four, with a trifle too much elevation, crossed harmlessly over head and landed along the top of the high bank on the west side of the road, almost continuously keeping the air full of flying dirt and débris.

Reaching Crezancy it was found that there was an enormous bomb hole in front of the church which had to be filled before the Train could pass this point. One by one the trucks came into cover of the town. The enemy artillery then concentrated its entire fire on the entrance to the town, either in an effort to blow the houses into the street and block the road or to destroy the convoy as it passed this point. Five trucks had successfully entered the town undamaged. As the sixth truck, loaded with men was entering, the enemy artillery decreased its range and struck a large house, part of which fell into the truck among the men, but fortunately without seriously injuring any one. The rest of the

## 110 HISTORY OF THE SIXTH U. S. ENGINEERS

trucks were more successful, but had to be maneuvered over a pile of bricks, rafters and débris from the wrecked houses.

Immediately upon arrival the men jumped from the trucks and went to work filling up the hole with material from a nearby church and houses. While engaged in this work the commanding officer of the infantry in the town twice sent a request that the Train be moved immediately from the town, as it was drawing shell fire.

About the time the hole was completed Captain Holland Robb appeared with a prize specimen of Hun prisoner as a souvenir and gave orders to proceed with the bridge through Parroy to Moulins, there to wait further orders. About the time the entire convoy arrived in Moulins a runner came from Mezy with orders to deliver the bridge at Mezy. The trucks were started out at five-minute intervals and ran the gauntlet for two kilometers across the open wheat fields of the plains of Mezy. At 2 P. M. the first truck, carrying a rowboat, was run to the river's edge, but as the gang was unloading it enemy machine gunners opened fire from points on the opposite shore, causing casualties in killed and wounded and completely riddling both truck and boat. General Hodges, who was standing completely exposed on the edge of the river, coolly turned to Major T. B. Larkin and told him to order his men to cover. Then after carefully selecting a cigarette and lighting it he turned and made a careful observation of the enemy side of the river. Then he ordered that the men be taken to cover and that the construction of the bridge be

## HISTORY OF THE SIXTH U. S. ENGINEERS 111

delayed until he could get covering infantry or until darkness should arrive. He then calmly walked back to the town, never seeking cover or protection. This exhibition of coolness and disregard for personal safety was an inspiration to all. The men then took cover and the Train lay in the town until dark while the enemy artillery battered the houses down around their heads.

After dark one bridge was delivered at Mezy and another delivered to B company at Fossoy. At Mezy one German machine gunner, just across the river, had his gun so placed that he could sweep the only railroad bridge crossing by which the bridge site could be approached, and in the darkness swept it with bursts of fire upon hearing the sound of a motor. Each man ran the gauntlet as his load was needed. Too much praise cannot be given to Major Larkin, Lieutenant Iry and the men of F company who, regardless of machine guns, snipers, artillery fire and aerial bombs, received the bridge from the Train and constructed it.

The next morning F company began the work of salvaging, repairing and constructing the pontoon bridge from abandoned enemy material. Private McAllister, of the Train, was called upon to make patches and solder up holes in the German steel boats, and it was his work that enabled those boats to be used.

As soon as highway bridges were constructed the trucks and wagons of the Train were scattered over the entire sector of advance, some salvaging German pontoons, some abandoned enemy engineer material, some working with companies and some out among the units of the division.

## 112 HISTORY OF THE SIXTH U. S. ENGINEERS

### AISNE-MARNE OFFENSIVE

#### COMPANY A

##### *Wounded*

PVT. STADIG, ALPHONSON L., July 29, 1918.

#### COMPANY B

##### *Killed in Action*

PVT. GILKEY, NORMAN, July 20, 1918.

PVT., 1 CL., IHOLTZ, HOHN R., died of wounds.

##### *Wounded in Action*

SGT. BLUEMER, FRED W., July 20, 1918.

SGT. MARSHALL, JOHN D., July 20, 1918.

CORP. SHARP, DEWEY M., July 23, 1918.

PVT. KARAKALIS, THOMAS, July 20, 1918.

PVT. LUSK, BOYD J., July 20, 1918.

PVT. QUILAN, CARIRO J., July 20, 1918.

PVT. STEVENS, BENJAMIN C., July 21, 1918.

PVT. WESTLAKE, WALDON H., July 20, 1918.

PVT. WIGERT, HERMAN, July 20, 1918.

#### COMPANY D

##### *Wounded in Action*

PVT. SIMPSON, SAMUEL W., July 29, 1918.

##### *Gassed*

PVT., 1 CL., PORTER, ELMER L., July 29, 1918.

PVT., 1 CL., WATERS, LEO C., July 29, 1918.

#### COMPANY F

##### *Killed in Action*

PVT., 1 CL., NEUMARK, FRANK K., July 22, 1918.

PVT. DELANEY, JOHN O., died of wounds.

##### *Wounded*

CORP. BROWN, CHARLES F., July 20, 1918.

CORP. MULVEHILL, PATRICK J., July 22, 1918.

## HISTORY OF THE SIXTH U. S. ENGINEERS 118

PVT., 1 CL., PETERSON, RAYMOND W., July 22, 1918.

PVT. BOYLE, LEO A., July 26, 1918.

PVT. DUFFY, JAMES, July 23, 1918.

PVT. TAMASZEWIEZ, THOMAS, July 25, 1918.

PVT. VERDERMAN, MIKE, July 22, 1918.

### FIELD TRAIN

#### *Wounded*

SGT. SHOTLIFF, EDWARD P.

PVT. COLVILLE, MASES

PVT. GIBBS, DEWEY A.



## VESLE SECTOR

**O**N August 2nd orders were received for Companies B and C to accompany the Sixth Brigade to the front. Accordingly on August 3rd, at 2:30 A. M., these two companies left Fossoy by trucks, arriving at Bois de Menieres at 6:30 A. M. There it was first expected that some field fortification work would be done, as it had been reported that the enemy had made a stand at the above-mentioned woods. But on arriving at this point it was learned that the Germans had meanwhile retired somewhat. Work that day was done in cleaning débris from the streets of Roncheres and on the road leading out of this village. In retiring from the Marne the Boche had felled trees across the roads through the Bois de Menieres and these had to be cleaned away to make ready passage for the traffic that was to follow up the advance.

At 5:30 P. M. orders were received for the Engineer troops to move forward in the direction of St. Gilles in the rear of Thirty-eighth Infantry. The companies hiked all night in a steady downpour of rain on muddy roads and at times across fields. On the Gousancourt-Coulonges road it was found necessary to build a temporary bridge to replace one the enemy had mined on retiring. Lieutenant Cronin, in charge of the fourth platoon of B company, worked most of the night in building this bridge. The next day they built another larger

## HISTORY OF THE SIXTH U. S. ENGINEERS 115

bridge at this point to take all loads. The two companies hiked until daybreak, and losing their way in crossing fields, halted near the Bois de Buette for a rest. Runners were sent out to locate the town of Arcis la Ponsart, to which they moved in the morning.

The roads in the vicinity of Arcis la Ponsart, Coulonges and Cohan were in bad condition due to the heavy traffic of the retiring Germans and the rains the last few days. The day of August 4th was spent in filling in shell-holes and cleaning these roads. On the nights of August 4th and 5th C company repaired roads in the vicinity of Courville and took over from the French engineers charge of all bridges from Courville to St. Gilles, inclusive.

On August 5th B company constructed another bridge, ten feet wide, on the Gousancourt-Coulonges road, filled shell-holes and repaired roads in the vicinity of Arcis la Ponsart and Cohan. Work was suspended occasionally due to enemy shelling. C company commenced working near St. Gilles, filling shell-holes in that town. A floating bridge was constructed to be put across the Vesle River when needed.

On August 6th Company C, bivouacked in the yard of a chateau, was shelled and two men killed. The company moved to the Bois de Bruice, one kilometer out of the town. The company finished the bridge across the Orillon at St. Gilles, a light bridge for field artillery across the Andre at St. Gilles, and commenced work on a heavy bridge at the same point.

On the afternoon of the 6th orders were received by C company to make a reconnoissance of the Vesle

## 116 HISTORY OF THE SIXTH U. S. ENGINEERS

River to find the best points for placing floating bridges. Sergeant Smith and Corporal Miller were sent on this mission and crossed an old bridge, taking soundings and making a thorough reconnaissance. The floating bridge that had already been constructed at St. Gilles was taken to Fismes at 11 P. M. by Lieutenant Adams in a truck under shell fire and placed across the river at a point between Fismes and Villette.

This floating bridge, which was constructed of metal floats and duck boards and made secure by lashings, was taken down to a place near the river, assembled, and then carried to the point in one piece. The bridge was put across and fastened to the opposite bank without drawing fire. A large number of flares were put over by the enemy, but the men worked rapidly and quietly so that they were not discovered. The detail then withdrew to the Fismes-Villette road and reached the second site at 4 A. M. at dawn. As they were about to start work Germans appeared on the opposite bank. They opened fire with machine guns from the front and left front. The fire was returned, but as it was now daylight the men were ordered to retire.

August 7th Company B commenced work on two trestle bridges at Courville on the Andre River. One of these was a 15-foot span and the other a 45-foot span. Railroad steel taken from a demolished railroad track was used as girders and 8 x 10 and other necessary material was obtained from a dump "Jerry" had left behind, evidently without time to destroy it. These bridges were built during occasional shell fire. Master Engineer Stratton, Sergeants Lockwood and Young, among others, with

coolness and courage took charge of the work and remained at their posts in spite of the casualties. These two bridges were finished on August 8th and furnished the main artery for the French advance from Arcis-la-Ponsart north toward Fismes. While on this work B company suffered three killed, one officer and eleven men wounded.

At 4:30 P. M. Sergeant Smith with five men from C company put a plank bridge over the Vesle before Villette. This bridge was built on some old piles, the remains of a bridge demolished by the enemy on retiring. This bridge was completed in twenty minutes despite machine gun fire from the opposite bank.

About the same time this day, report having been made by an infantry patrol that the floating bridge had been blown up, Corporal Moore, Company C, under orders from Captain Heavey, made a reconnaissance on the bridge. Failing to find a covering party he had been told would help him, he crawled forward to within a short distance of the bridge. Just as he came to the opening on the river bank four Germans appeared immediately before him. Corporal Moore at once opened fire, killing one and dispersing the others. After he had ascertained the bridge to be in good condition he reported back to his command, his dangerous mission successfully completed.

It was decided to replace the foot bridge at Villette by planks so that artillery could pass. Captain Heavey, of Company C, took two trucks loaded with material to Villette under shell fire at midnight, but as the infantry had retired to this side of the Vesle there was no need of putting in the bridge.

## 118 HISTORY OF THE SIXTH U. S. ENGINEERS

August 8th, C company finished the trestle bridge across the Andre at St. Gilles. The approaches across the swampy ground were also put in shape. B company at this time finished the trestle bridges at Courville.

The infantry intended to cross the Vesle on the morning of the 10th. It was reported that the bridge had been blown up, so Lieutenant Killen with a detail from C company went to investigate and reached the front line at 5 A. M. Sergeant Smith went in advance and found the floating bridge in good condition. With a small covering party in the rear he then went with his detail, composed of Sergeant Farley, Corporals Goodwin and Kellog, Privates Bruce, Boothroyd and McKinnon, to investigate the foot bridge. He found that bridge passable, but with a plank missing on enemy side. On attempting to replace the plank the enemy opened fire with machine guns. The men took shelter in a ditch running perpendicularly to the Vesle, and Lieutenant Killen ordered the fire returned. But the enemy enfiladed their position, killing Corporal Kellog and wounding Lieutenant Killen. Seeing that it was useless to waste the men's lives, and the bridge being still passable, Lieutenant Killen returned with his detail.

August 10th the brigade was relieved and the engineer work taken over by the engineers of the One Hundred and Sixty-fourth French Division.

The companies started hiking at 10 P. M. on the night of the 10th, arriving at Villers-Agron-Anguizy in the early morning. After taking a few hours' rest in a field there, they embussed, rejoining the regiment at L'Herbennerie.

### COMPANY F

WHILE part of the regiment was engaged on the Vesle, Company F remained on the Marne at Jaulgonne. The pontoon bridge which the company had constructed was being subjected to such a heavy strain that a stronger type of bridge was imperative. Salvaging became the order of the day and at the end of a week a fair quantity of heavy bridge material had been brought together. A small German pile-driver, a crude affair operated by hand power, was salvaged and a detail, directed by Sergeant Robinson, mounted it on an improvised barge made by lashing two pontoon boats together. Other details cut piles from standing timber several kilometers above Jaulgonne and floated them down the river.

The pile driver was kept going day and night, though night work was rather difficult as no lights could be used, being an invitation for a visit from German bombers. As fast as the piles were driven, framing gangs placed the caps, stringers, and flooring, and at the end of ten days a bridge that would carry the heaviest tanks and artillery was opened to traffic.

When one considers that this bridge, two hundred feet in length, was constructed entirely of material gathered piece by piece from several square miles of territory, that every nail, bolt, and plank had been made in Germany and that the work was carried through to a successful conclusion in spite of the nightly air raids, one gains some idea of the magnitude of the task.

## 120 HISTORY OF THE SIXTH U. S. ENGINEERS

During their hours of rest the men amused themselves by swimming in the river or with a boat and a supply of German hand grenades looking for fish. They often made creditable catches, but the majority of their comrades refused to help eat them, as the river contained numbers of German corpses.

On the 14th the company hiked to Conde-en-Brie and the following day rejoined the regiment at Montmirail.

### A, D AND E COMPANIES DURING THE PERIOD OF THE VESLE SECTOR

COMPANIES A, D, and E were stationed in l'Herbennerie from August 1st to August 14th. A company dismantled a bidon foot bridge near Mezy, salvaged material for trestle and pontoon bridges, which had been left behind by the Germans. A part of the time this company constructed roads for an Evacuation Hospital at Chierry.

D company was engaged in building roads in and about Fossey, constructing a rifle range for the infantry and in repair of dugouts.

The regiment received a number of replacements the first part of the month and most of these were attached to E company. Consequently this company devoted the entire period to intensive training, both infantry and engineer drill. These new men were given a few thrills during their short stay here by nightly bombing raids on the bridge and railroads about Mezy.

### ENGINEER TRAIN

WHEN the proposition of bridging the Vesle confronted the One Hundred and Seventh Engineers of the Thirty-second Division, no material was available, so the Sixth Engineer Train was called upon to manufacture another bidon bridge. This bridge was completed in three and one-half hours.

At 1 P. M. the trucks were loaded at Mezy with bidon pontoons and a French cork bridge, as well as some heavy bridge timbers and one rowboat to be used in the construction of the bridge. The seven trucks of the fleet headed for the river and at 6:30 P. M. reached Coulounges, where they were subjected to severe artillery fire. The enemy had not yet retreated across the Vesle, so the convoy was held in the town that night.

The artillery fire of the previous night had been surprisingly accurate. Barrack buildings and roads at strategic points had been hit with great frequency. The reason for this became known the next morning when a spy was found in the steeple of the church.

At 5 A. M. the convoy was started in the direction of Fismes. Being the first transportation to use this road it was necessary to stop just before arriving at Chartreves and repair a small bridge across the stream which had been blown up by the retreating enemy. Heavy bridge material from one of the trucks was used in this work and the operation was completed in an hour. That evening an officer from the One Hundred and Seventh En-

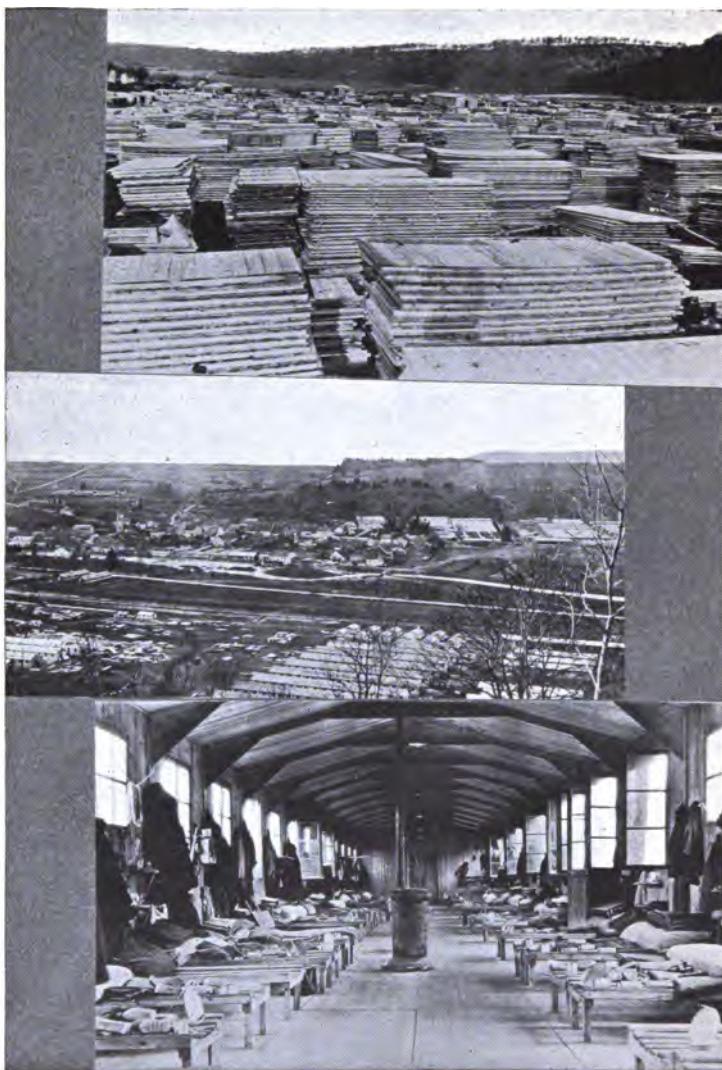
gineers led the convoy down towards Fismes, but just before reaching the town the infantry halted them and would not allow them to go ahead on account of the excessive rifle and machine-gun fire. They were then directed to return to their position over the hill toward Chierry Chart. Early the next morning the men realized how close they were to the front line when they saw a regiment march up to their position, deploy, and go into action. Late the second night an officer from the One Hundred and Seventh Engineers appeared again, and another unsuccessful trip to reach the town was made. The enemy as yet had not been driven across the river, and the next morning the artillery fire became so intensive that the trucks were moved back to a stone quarry under a hill about a kilometer east of Chierry Chart.

During the artillery fire, Private D. Gibbs received a shrapnel wound in the left shoulder, but after receiving attention in a nearby first-aid station tore up his tag and returned to his truck. That day two of the trucks received orders, unloaded and proceeded to join a fleet of five other trucks working with B and C companies of the Sixth Engineers. While the Twenty-eighth Division was relieving the Thirty-second Division, the One Hundred and Third Engineers made another effort to get the convoy to the river. As the trucks drew closer to the line the noise of their motors attracted the enemy's attention, and drew a heavy fire, so again the convoy was turned back.

The following morning trucks of the Twenty-eighth Division appeared in camp with orders to



RUINS OF CHURCH, CHARTRES, FRANCE  
VILLAGE OF VAUX, NEAR CHÂTEAU-THIERRY  
ENEMY DEAD ON THE BANKS OF THE MARNE



MATERIAL FOR PORTABLE BARRACKS, BAZZOILLES

BAZZOILLES, FRANCE

PORTABLE BARRACKS, BAZZOILLES

## HISTORY OF THE SIXTH U. S. ENGINEERS 123

transfer the loads, and the Train was dismissed and proceeded back to the park at Chateau Thierry.

The remaining trucks of the Train were by no means idle during this operation. Some were salvaging much needed engineer material as the enemy abandoned it and hauling it back, to be used by the companies working along the river. Other trucks accompanied the companies, who followed close on the heels of the retreating enemy, hauling material for the construction and repair of highway bridges.

Hardly had the Germans been driven from La Charmel when trucks went forward with timbers for the repair of the bridge just beyond Fosse Farm.

The wagon section during these operations also kept close contact, some with the infantry and some with the engineers. When these teams were sent back for supplies, the men instead of returning to the river went to nearby engineer dumps abandoned by the Germans and were able to supply their units with urgently needed material in a very short time.

## OUT FOR REST

PURSUANT to the provisions of Field Orders No. 22, Third Division, A. E. F., 12th August, 1918, the regiment reached l'Herbennerie on October 14th and 15th, marched to Montmirail and entrained there during the 15th and 16th, detraining at De Mange-aux Eaux. The following day the companies were distributed in various towns in the Gondrecourt area, finally settling down as follows:

## 124 HISTORY OF THE SIXTH U. S. ENGINEERS

Regimental Headquarters and Companies A and B at Montiers-sur-Saulx.

Company C at Paroy.

Company D at Panzy.

Engineer Train at Essincourt.

While in this area a period of intensive training was carried out. The regiment, brought down to partial strength by the casualties of the Marne and the Vesle, was here filled up to strength by replacements. The greater part of each day was devoted to infantry and engineer drill, in spite of the very hot weather and dusty roads, which made marching a real hardship.

At this place was developed the system of bridging barbed-wire entanglements for which the regiment has been commended. The bridging was accomplished by a carpet of standard chicken or rabbit wire about ten or twelve feet in width and six or seven yards long. At each end was a pole about two inches in diameter and four feet longer than the carpet was wide. The whole affair was a light two-man load which could be carried out under cover of smoke or darkness and unrolled over the wire entanglement. It was demonstrated that fifty men could advance from cover fifty yards in front of the entanglement, cross the entanglement, and form in line of skirmishers in one minute and forty-five seconds.

It was during this period that the regiment learned some of the traits of the new colonel, traits with which they later became exceedingly familiar. Colonel Daley believed that hard training and the strictest discipline were necessary to bring the regiment up to the highest standard of excellence. Drill hours

## HISTORY OF THE SIXTH U. S. ENGINEERS 125

were long and arduous, and practically all of the remaining time was taken up by schools for non-commissioned officers and officers. There was much grumbling over the amount of work included in this program, but during the campaign which followed the regiment gained a reputation for efficiency and excellence inferior to no other A. E. F. outfit. This was the direct result of the training received in this area. It was the justification of the course of treatment administered by Colonel Daley.

### VESLE SECTOR

#### COMPANY B

##### *Killed in Action*

SGT. DALTON, LAROY J., August 8, 1918.  
PVT. CROTLY, EDMUND J., August 8, 1918.  
PVT. COLLINS, JOHN, August 8, 1918.  
PVT. MARTIN, JADIE H. C. B., August 8, 1918.

##### *Wounded in Action*

1ST LT. RAGLAND, HERBERT S., August 8, 1918.  
1ST LT. ELSWORTH, EDWARD E., August 8, 1918.  
SGT. BACHLE, FRED, August 8, 1918.  
SGT. KIRST, FRED E., August 8, 1918.  
CORP. BOHDE, CLARENCE C., August 8, 1918.  
CORP. CHAMBERLAIN, E. A., August 8, 1918.  
CORP. HERLIHY, JAMES P., August 8, 1918.  
CORP. SCHIVAL, PETER, August 8, 1918.  
PVT., 1 CL., TIBBS, CHARLES, August 8, 1918.  
PVT. ASHLEY, GEORGE W., August 8, 1918.  
PVT. OLIEN, JOHN, August 8, 1918.

#### COMPANY C

##### *Killed in Action*

CORP. KELLOG, LEVI L., August 10, 1918.  
PVT. PARENTI, ALFRED, August 7, 1918.  
PVT. LEVINE, ABE, died of wounds.

126 HISTORY OF THE SIXTH U. S. ENGINEERS

*Wounded in Action*

2ND LT. KILLEN, August 10, 1918.

PVT. RAULESSON, EZRA P., August 8, 1918.

*Gassed*

LT. ADAMS, DONALD B., August 11, 1918.

## ST. MIHIEL OFFENSIVE

**O**N September 4th the regiment moved from the vicinity of Montiers-sur-Saulx through Gondrecourt to the vicinity of Dalouze. Here the regiment again enjoyed one of Colonel Daley's "Short Drill Schedules," consisting of many drills, much physical exercise and strenuous gas drill. It was ordered that the maximum amount of attention should be paid to gas drill and the men were run up and down the steep hills in this vicinity with full packs trying to catch a bit of breath through the mouth pieces of their gas masks.

The nights from the 9th to the 13th of September were spent in marching from Dalouze to the Bois de Jure, which is near Baumont, to the south of St. Mihiel and near Mont Sec. This was a long march, executed in weather which was so rainy and disagreeable as to be beyond description. It lasted days and nights and every one thought it never would stop. All night long the command marched towards the front, carrying packs completely wet through. Dawn found the men lying on packs too wet to unroll, or in the mud. For five days there was no let-up either to the weather or the march, but the regiment was in position at the zero hour on the 12th of September.

On the last afternoon, that of the 11th, the regiment enjoyed the pleasure of a delightful, extemporaneous Y. M. C. A. entertainment which hap-

pened to be passing the column in an auto. A temporary platform was knocked together in a meadow and in twenty minutes the troupe started the performance, which lasted over an hour and was welcomed and appreciated by the men to an extent that should have pleased the performers, and doubtless did. That last night the men marched in good spirits, and sang the song the Y. M. C. A. girl had taught them, "Oh, How I Hate to Get Up in the Morning."

When the First American Army was organized in August, 1918, the American soldier as a fighting man had already made good. Naturally there followed much speculation as to how the new American army would function as an army, so wide rumors had gone the rounds as to where and when it would strike. The time was set for the early morning of September 12th.

Curiously the Sixth U. S. Engineers, away from the front for the first time since going into action March 21st at Picardy, watched the huge procession merge ghost-like into the shelter of numerous woods en route. The small element of the Sixth U. S. Engineers filtered into the depths of the woods near Boucq, leaving the roads unpeopled and quiet. At dusk the next night troops again took to the road and an exhausting hike, a march of misery, continued on naked nerve through blinding rain and ensuing mud. On and on we tramped with rain-soaked packs, feeling our way through the heavy traffic, jostled by trucks, delayed with mud and almost trod on by artillery horses, until we arrived at a woods to the right of Beaumont (Bois de Jure).

Attached to the Fourth Corps, First Army, the

## HISTORY OF THE SIXTH U. S. ENGINEERS 129

regiment was assigned to work on the roads in Beaumont and Seicheprey from Bois de Jure and Flury to Seicheprey, between St. Baussant and Essey, Essey to Benney, Bouillinville-St. Bassant Road, and the Pannes-Nonsard Road. Immediately work was started on the repair and construction of these shell-torn, almost impassable roads. Colonel Daley had located the worst blocks in the traffic and each company had been assigned a task. Springfields gave way to picks and shovels in order to establish a two-way road between the reserve and the fast advancing doughboys. The roads leading north from Beaumont, Bois de Jure, unused for four years, were shell-torn and a sea of mud. The heavy rain of the preceding days had converted the whole into a muddy lake, and through this the transportation for the front must pass.

When we first reached Seicheprey traffic was at a standstill. The streets were blocked with fallen walls and wire entanglements. The one narrow street through which a passage had been cleared was jammed with troops, wagons and trucks of supplies for the attacking army. Drainage ditches were full to overflowing and in many places the mud and water was two feet deep upon the road. Here D company stopped and pitched in with might and main, and worked German prisoners until within an hour the traffic moved forward and was kept moving. The other companies went ahead and jumped to work where most needed. The first work was to carry wagons and trucks over deep, impassable shell holes and at the same time bridge and fill the holes, open the narrow spaces and get a one-way road through the entire sector. This was done by work-

ing three reliefs of eight hours each, the men pitching their shelter tents a few yards from their tasks. Widening, draining, cleaning out soft spots and filling with stone from neighboring fields and ruined villages was a second step. The waste between Beaumont, Seicheprey, Bois de Jure, Bois de Flery, St. Bassant and Essey was converted into roads. Work was carried on at top notch speed both day and night in order to facilitate the handling of transportation for the two advanced divisions.

Detachments from each company were sent out to investigate mines and traps which were scattered along the roads and in dugouts. Many were found and set off, making the famous German concrete dugouts safe for the new inhabitants. Some of these dugouts were from fifty to eighty feet below the surface of the earth, with walls three feet thick of concrete and reënforced steel, electric lights, and contained accommodations for a whole company.

One evening Private William Hamilton of Company A went out to salvage a pair of "hobs" to replace his badly worn shoes. He ran across an American whom he took for dead and started removing his shoes, but was interrupted and much to his surprise the dead man came to life and demanded his shoes back. A party of men from C company sneaked off on an exploring trip and among these was "Doc." Upon entering a dugout "Doc" found himself face to face with a German soldier and looking into the mouth of a Luger automatic. "Doc" immediately threw up his hands, which was the only thing he could do under the circumstances. He stood there until his arms had become as heavy as lead and could stand it no longer, so asked for mercy

## HISTORY OF THE SIXTH U. S. ENGINEERS 181

and found that he had been playing Kamerad to a dead Dutchman.

On September 15th the regiment rejoined the Third Division, and leaving the corps work marched to the vicinity of Boucq. This was a very short hike, but owing to the congestion of the road it took twelve tiresome hours. Here C and D companies took advantage of a sleeping guard over a ration dump, and before the guard could open his eyes the rations had vanished down the road in the arms of the hungry soldiers. The Field Train also located a clothing dump, which in ten minutes was transformed into a salvage dump. Mess Sergeant Romanow of F company led his ration wagons and rolling kitchen into a place of safety after running over eight bags of hand grenades. On the morning of the 17th the regiment was loaded into French trucks with "heathen" chauffeurs and moved to the Verdun front.

The trucks stopped at 3:30 A. M. at a camp of French Hindoos. Those who could stand it sought shelter in the barracks with them, others taking shelter in a wood near Ippicourt. Private 1st Class Banner Thomas of B company, after removing his wet clothes, slept in the same bunk with one of the Hindoos, but awakened the next morning to find his clothes gone, so he had to adorn himself with a beautiful Oriental uniform. The next morning the regiment was moved to Julevecourt. Later the regiment marched to the Bois de Hesse, thirteen kilometers west of Verdun.

The movement of the entire Third Division through the Bois de Hesse was anticipated and the regiment was assigned the mission of building trails

## 132 HISTORY OF THE SIXTH U. S. ENGINEERS

so that the foot troops and machine gun carts could move forward off the main highways. Each company was assigned a section of the trail varying in length from two to four kilometers. Two parallel trails, of a total length of twenty-three kilometers, capable of passing infantry in columns of fours and machine gun carts, were constructed. These trails were marked at all doubtful places with wire and tape. The accomplishment of this task gave much satisfaction to the commanding general of the Third Division. On September 26th the movement of the infantry and machine-gun units along these trails was accomplished. This finished the work at this point and the regiment started forward to take part in the active operations of the Meuse-Argonne offensive. In the rain and mist the column marched out along the road leading to Hill 304 and Le Mont Homme, Montfaucon and Cunel. Little did the men realize what experiences lay before them or how many would be left in the Argonne when the regiment came marching back over this same route.

## MEUSE-ARGONNE OFFENSIVE

**S**EPTEMBER 6th the entire regiment moved up and was attached to the Third Corps for work on the road between Esnes and Malancourt. This road had been under constant shell fire for the past four years and had been entirely obliterated. Thus across the waste which surrounded Hill 304, the famous "Dead Man's Hill," the engineers began to construct a new road. With the movement of our troops toward Montfaucon the road became an artery for an army of about one hundred thousand men. The problem was to keep it open, not one way but two, and under the able leadership of Colonel Daley and Lieutenant Colonel Stewart the regiment labored tirelessly, and accomplished the task. The long hours working in the rain and sleeping in water-filled shell holes resulted in many of the men being evacuated to the hospital with influenza and pneumonia. On October 6th the regiment moved to the Bois-de-Montfaucon, one kilometer south of Montfaucon. Here we were attached to the Fifth Corps for work on the roads in the vicinity of Montfaucon. On October 9th it became necessary for the engineers to throw in a small bridge near Cierges in the Montfaucon section to aid the attack. The fourth platoon of Company D, under command of First Lieutenant Harry R. Dumont and Sergeant First Class Glickman, was detailed for the job. It was a daylight job, under

134 HISTORY OF THE SIXTH U. S. ENGINEERS

gruelling shell fire, and in the midst of an infantry attack. Doughboys were falling on all sides, but the platoon stuck to its job, finishing before sun-down. On this occasion Sergeant First Class Glickman's devotion to duty and reckless disregard for his own safety contributed largely to the success of the undertaking. One man was wounded, Corporal Ardis E. Windsor. While passing out picks and shovels from the tool wagon a shell fragment lodged in his arm. The work was begun in No Man's Land, but so rapid was the advance of the doughboys that it was finished in support territory. Lieutenant W. V. Hill, in command of Company D, visited the detail while it was engaged in the bridging operations. He was compelled to walk back to camp, the Hun snipers disabling his horse. For quite a while the engineers stood watching the advancing infantry. Finally Sergeant Glickman made the remark, "Hats off to the infantry. I'd hate to be in their shoes." Months later in Andernach, Germany, the Sergeant met a doughboy non-com who was in the attacking party that afternoon and repeated the remark. "Huh," retorted the infantryman, "we all said while you were working on the bridge we're glad we're not engineers."

On October 12th, when the new roads which had been built in the Montfaucon section were handling the traffic with ease, the Sixth Engineers were relieved from duty with the Fifth Corps. That afternoon the regiment marched to the Bois-de-Beuge, northwest of Montfaucon, for duty as division reserve. Enemy shell fire was very heavy during the two days spent here. While a detail from Company B was making road repairs in the village of Cierges

## HISTORY OF THE SIXTH U. S. ENGINEERS 185

a salvo of enemy shells landed in their midst. Eleven men were wounded, one of whom died later. A barrage laid in F company's camp killed three men and wounded five.

Late in the afternoon of the 14th the entire regiment moved up to the Bois-de-Fays, about one and one-half kilometers south of Cunel. Here the regiment took up position in support. For the next few days the companies were engaged in wiring the various positions captured by the infantry. On October 15th Company C sent out a patrol under command of Lieutenant Chantos to make a reconnaissance of the position which C company was later to occupy in the lines. Company F sent out a patrol under command of Lieutenant Loveland which reconnoitered the line up to speaking distance of the enemy. Although subjected to machine gun and rifle fire, these patrols succeeded in carrying out their mission and returned with much valuable information.

On October 15th the following order was received from Division Commander Major General B. B. Buck:

"Have one company of Sixth Engineers report at once to Adjutant Fourth Infantry at Fourth Infantry P. C. to be under command of Commanding General Fifth Brigade. A runner from Fourth Infantry is with this message to act as guide."

In accordance with the above Colonel Daley issued orders for Company C, Captain McSweeney in command, to proceed to a point in the Bois-de-Fays and take up a position in the line with the Fourth Infantry. From the report of a patrol which in the morning had made a reconnaissance of the line, it

was decided that the attack should begin from a gulch extending 500 meters on the northwest border of the Bois-de-Foret. This gulch faced the objective, La Minoel woods, which stood between La Grave and the Bois de Pultiere. As the company was about to start on its mission a salvo of shells landed in its midst, killing one and wounding five. After the wounded had been evacuated the march was continued. The company was evidently sighted by Boche planes, for the enemy artillery began to shell all paths through the woods. Captain McSweeney and a lieutenant from the Eighth Machine Gun Battalion were seriously wounded, and Lieutenant Carnahan, next in command, ordered the men to penetrate further into the forest for shelter. When the wounded had been started back the company resumed march.

Dodging the flying shrapnel, and falling when the Boche sprayed the course with machine guns, the two kilometers to the line were covered after four hours.

At 3 P. M. the company was passing the second line of defense, a large gravel pit on the Cunel-Brieulles road, where the Fourth Infantry had established a P. C. and dressing station. The company was halted at the former German tramway, 500 meters north and running parallel with the Cunel-Road. Here, with orders not to remove packs, the company took what shelter they could find in trenches and shell holes.

In the meantime, at 6 P. M., Lieutenants Carnahan and Clarke reported to Colonel Dorey of the Fourth Infantry, who sent them to Captain Smith

## HISTORY OF THE SIXTH U. S. ENGINEERS 187

of the Second Battalion of the Fourth Infantry for orders.

Lieutenant Carnahan gave orders for the company, assembled at the tramway, to fall in. The first platoon stepped out, the men taking five yard intervals, the second and third platoons following. Staggering through the tenacious mud of the Bois de Foret the company at 9 P. M. reached a deep gulch which had been wrested from the enemy so shortly before that the enemy wounded had not been evacuated. Here Captain Smith of the Fourth Infantry had established his P. C. Lieutenant Clark served here as liaison officer for the Sixth Engineers. Simultaneously with the company's arrival at this point the enemy began to bombard its position with trench mortars. Fortunately they failed to get the range accurately and the shells passed harmlessly overhead. Packs were removed and stacked in the gulch, after which one-half of the men were equipped with picks and shovels.

At 10:30 P. M. the company crawled to the north bank of the cut and in squad columns the advance began. An almost impenetrable mist overlay the country, obliterating all land marks.

Never had troops embarked on a more hopeless quest. They were not given any artillery assistance and the woods to the west, east and southwest were crammed with the enemy infantry and machine gunners. Once taken it was hardly probable that the woods could be held. Despite these obstacles the company moved forward. Upon arriving at the summit of the hill the company extended in a single line of skirmishers and turned in the approximate direction of their objective. At the forward mili-

tary crest of the hill members of the patrol returned advising of the presence of enemy patrols a short distance ahead. Shortly afterward out of the darkness ahead rang out "Wer da" in guttural Teutonic tones. No answer. Several shots rang out and two men were killed, Privates Ayres and Pecena. The enemy footsteps could be heard dying away in the distance. The word "forward" was passed down the line and the slow advance continued. Falling before one of the Boche flares, the company in this position heard the tramp of a body of men approaching over the mucky ground. The patrol dropped back at this juncture to report that the enemy were in force on both flanks and that large bodies were filtering through to the rear. They estimated that four hundred enemy troops opposed further advance and it appeared to be their intention to cut the company off from the American lines.

The company had been ordered to take its objective by surprise and not to fire a shot until ordered by the infantry officer in charge. Discovery naturally rendered a surprise attack impossible. Enemy flares had revealed the engineers' flanks and they were being fired on. The machine gun flank protection which had been promised never materialized, though its services at this time would have been of inestimable value. Captain Smith, realizing it would be foolhardy to continue the advance, ordered the company to consolidate its position and hold.

At this period patrols were sent out on both flanks to protect the company while it was digging in. Bayonets were found to be of little avail in the sticky mud, therefore hands and mess-kits figured. The shovels they had been forced to discard in the

## HISTORY OF THE SIXTH U. S. ENGINEERS 189

advance, due to their clanking against guns and helmets. Some found good shell-holes, others less fortunate took shallow ones.

In the meantime, Lieutenant Chantos, commanding the two patrols, had dispatched one under Corporal Moore to the left flank, while he accompanied the patrol under Sergeant Neiss on the right. These patrols, separated by a distance of five hundred yards, advanced to the road before La Minoel woods. Here they each took up position facing enemy machine gun crews. It was their mission to keep these guns from being advanced. So close were the patrols to the enemy that the low-voiced conversation of the latter was audible.

When the patrols came in just before dawn they found the company rather insecurely sheltered by the shallow fox-holes behind the brow of the hill facing La Minoel woods. It had been too late to dig into a safe depth, for the light of day rendered them visible to the enemy. About this time the enemy machine gunners began to rake the new position with machine gun fire. From then on it was a case of "keep your head down" and the men crouched deeper into the muddy shell holes. Sergeant Farley, desperately hungry, decided to risk salvaging some rations from a pack lying beside his shell hole. His first move drew fire from a Jerry sniper. Deciding that he wasn't hungry he burrowed deeper into his hole.

Then began a seemingly endless period when the company weltered in the muddy shell holes, for the rain was continuous. During the day it was impossible to move, for the slightest change in position provoked a hail of enemy bullets from the concealed

Boche snipers in the Clair Chene woods. It was impossible to bring food up to the position during the day, and by nightfall the men were ravenously hungry. At 8 P. M. a detail under Corporal Austin arrived bringing food. Corporal Austin had called for volunteers to make the trip, and although he and many of those who stepped forward had been slightly wounded or gassed they did not hesitate. Corporals Baker and Starr and Privates Kehle, Smith, Thompson, Williams and Cuneo placed the welfare of the company before self and made the trip. Owing to the heavy shelling an infantry corporal who had promised to guide the detail found that he no longer knew the way. Runner Golding offered to guide the detail and at 8 P. M. the food was passed out to the troops in the line.

At 7 A. M., October 17th, Captain Gladding arrived and took command of the company. The position was being heavily shelled by the enemy. Lieutenant Anderson was slightly wounded in the knee and Lieutenant Chantos knocked unconscious by the concussion from a large shell exploding nearby.

On October 17th, at 7:30 P. M., the company was relieved from the line by the Fourth Infantry. In small groups they crawled down the hill into the gulch. At 9:15 P. M., guided by Runner Fitzhugh, the march to camp began.

Again the enemy barraged the paths heavily and, in addition to the wounded, Privates Bruce, Chronister and O'Donnell were killed.

The men were marched back to the kitchen, where they were served with a warm meal. Many were so weak from exposure that they had to be carried

## HISTORY OF THE SIXTH U. S. ENGINEERS 141

from the line. Quite a few were evacuated to the hospital.

Meanwhile the remainder of the regiment had not been idle. The Bois-de-Fays was subjected to a continuous bombardment of high explosive and gas shells. The enemy seemed determined to drive us out of our position; we in turn were just as determined that we would not be moved.

A party of thirty men from Company F was sent out on the morning of the 17th to locate abandoned enemy barbed wire dumps. Countless rolls of barbed wire were found and assembled in convenient places.

During the night of October 18th two platoons from Company A were sent up to wire the Bois de Foret. Company C spent the 18th, 19th and 20th in wiring the Bois-de-Cunel.

On the evening of the 18th, shells commenced to fall thick and fast into a section of the woods occupied by Company F. After a few hours' continuous bombardment it became advisable to move the company to a new location, which was done without sustaining any casualties.

A wiring party of thirty-five men from Company F that had gone out earlier in the evening of the 18th for the purpose of erecting entanglements in front of our infantry was quietly proceeding with its work when it was fired upon by an enemy outpost. After an investigation they found to their surprise that they had penetrated the enemy's line and wired in his outpost. Sergeant Gleason, advancing upon the hostile outpost, was surprised by having a star shell thrown on him, and a moment later a rifle cracked, the bullet entering his foot. Only with the utmost care was the work completed. A wiring

party on the following night was ordered back after being held up by shell fire for more than two hours.

On October 19th, a final conference was held at 12 midnight in the Sixth Engineer post of command in the Bois-de-Fays, between Colonel Daley and Captains Adams, Harris and Littlejohn of A, B and E companies, respectively, and Captain Carter of the Seventh Infantry. This was a postlude to the consultation which had been held at the division post of command that afternoon. Here the plan of attack had been outlined to the officers participating by Brigadier General Brown and Colonel Daley. The command of the attacking battalion of infantry, with the Engineers in reserve, had been entrusted to Captain Carter, Seventh Infantry. The objective was the clearing and consolidation of the Clair Chene Woods and Hill 297, preparatory to an attack on Hill 299. The attack on the Clair Chenes was to be launched from the southern border of the Bois-de-Pultiere, and 7 A. M., October 20th, had been chosen for "H" hour. At 1 A. M., October 20th, the companies were marched out from their camp in the Bois-de-Fays to the quarry on the Cunel-Brieulles road. Here they were outfitted with the necessary tools and wire. Torrents of rain had deluged the outfit from the start of the journey and still persisted. Struggling up muddy banks, across shell holes and over shell felled trees, it was a weary group which began digging in upon arrival at the southern border of the Bois-de-Pultiere. Despite this by 3 A. M. the men were housed in muddy holes and sleeping soundly. About this period Captain Adams arrived at the jumping off point which had been chosen as the rendezvous by the officers. Here

## HISTORY OF THE SIXTH U. S. ENGINEERS 143

he was twice fired upon by enemy patrols. None of the other officers appeared, being unable to reach the point. At 6:45 A. M. picks, shovels and wire were distributed among Companies A and B, and the men were told that the attack would commence shortly. At 7:12 A. M., October 20th, the two companies began their advance, Captain Adams with A company on the left flank and Captain Harris with B company on the right flank. Captain Littlejohn with Company E was to follow one hour behind to effect a meeting with the Seventh Infantry at 10 o'clock on the eastern edge of the Clair Chenes. Upon the capture of these woods, Company E was to follow the infantry up Hill 297 and here organize machine gun positions upon its capture.

In platoon columns Companies A and B advanced north through the eastern portion of the Bois-de-Pultiere toward the Clair Chenes. From the depths of the Bois-de-Rapps to the left, forward from the edge of the Clair Chenes and from Hills 297 and 299, the enemy launched a sweeping machine gun barrage. Then it was realized that in restricting our barrage to the interior of the Clair Chenes to cover over the enemy machine guns, the enemy in the above-mentioned positions had been very slightly affected. The advancing formation was changed to skirmishers and though suffering heavy casualties the advance continued. The companies were now seventy-five meters southwest of the Clair Chene woods. The advance of the Engineers and Infantry-men, due to the enfilading fire from the north, east and west, was held up at this point. It is estimated that there were one hundred enemy machine guns in the Clair Chenes and approximately one hundred

## 144 HISTORY OF THE SIXTH U. S. ENGINEERS

firing from either flank. Thus the Engineers had passed the line which marked the furthest advance of the infantry up to this time. Of the Infantry who had gone over in advance of the Engineers, only twelve or fifteen lived to reach the Clair Chenes. At 8:30 these were still at the southern point of the woods, apparently waiting for help. At this juncture Companies A and B were joined by the first and third platoons of Company E under command of Captain Littlejohn, assisted by Captain Whitten.

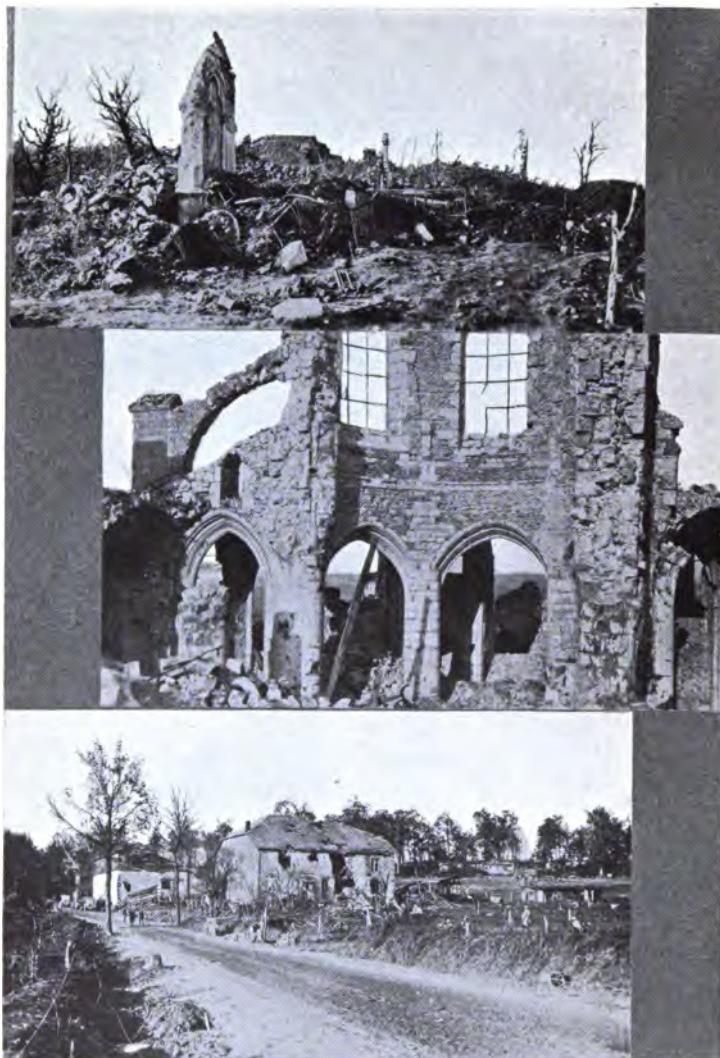
Straight ahead of the Engineers, demanding passage, lay an open space 100 meters square. Here the machine guns of the enemy in the surrounding woods were being played with all intensity. The first step in surmounting the obstacle was made when the Engineers ditched their tools and wire. Next Captain Adams instructed his company to filter in small groups into the woods to the right. From the triangle of woods at this point the enemy machine guns held up the advance. So skillfully did the company maintain concealment in their change of position that they were upon the machine gunners in the triangle before they could interpose resistance. The triangle of woods cleared, the open space loomed ahead. Dashing across in small groups, many Engineers lost their lives. Captain Adams, crossing in the lead, had his wrist painfully seared with a machine gun bullet. Charging into the Clair Chenes, the first platoon of Company A rescued the two squads of infantry, sole survivors of the earlier attack. The infantry captain advised the Engineers to continue the advance and that the infantry would protect the advancing troops from being cut off. Therefore Captain Adams sent word to Captains



WADDELL 4214

222A. 1940

WADDELL 4214



DESTROYED FRENCH CEMETERY, MONTFAUCON, FRANCE  
RUINS OF CATHEDRAL, MONTFAUCON  
MADELAINE FERME, FRANCE, FROM THE SOUTH

## HISTORY OF THE SIXTH U. S. ENGINEERS 145

Harris and Littlejohn to follow as soon as Lieutenant Birney cleared the opposite passage. Directly A company reached the woods, Lieutenant Birney courageously led several squads across the open space to the left of La Grave, directly in the face of enemy machine gunners. Several men were killed, but the remainder managed to gain the woods. Private Earl E. Caldwell displayed extraordinary courage during this operation. One of the first to volunteer, Caldwell, after crossing the open space, gained the woods from the left flank of a formidable machine gun nest, assisted in the capture and destruction of the same, later being severely wounded. It was at this time that Lieutenant Birney, going on further to clear a short trench, lost his life. Sergeant L. Hart is another man worthy of mention. At the critical time of the battle Sergeant Hart, having been directed to follow a certain route in the advance attack, readily saw that to follow this course would mean the sacrifice of too many men. Halting his platoon, he proceeded to pick out a different course and by so doing gained his objective without a casualty. Private Spillaine of Company A was escorting two prisoners to the rear when he became confused and lost his sense of direction. He walked directly into the hands of the enemy and was in turn taken prisoner.

The portion of Company A fighting at this point and that under Captain Adams, which were cleaning up machine gun nests in the direction of Hill 297, began to be met with "Mercy, Kamerad," bringing their total of prisoners to forty-two and of machine guns to eleven. B and E companies, who had fought

## 146 HISTORY OF THE SIXTH U. S. ENGINEERS

their way through on the left and established liaison with Company A, now took their first prisoner.

Shortly afterward Captain Harris, while wresting a machine gun from an enemy posse and turning it upon them, received a bullet in his lungs and another in the leg. At 1 P. M., barely breathing, he was placed on a stretcher to be carried to the rear. Captain Knerr then assumed command of Company B.

At 10 A. M. Lieutenant Widger, with a detachment from A company and a lieutenant of the Fourth Infantry who had collected a volunteer infantry platoon, ordered these men to open fire upon five Germans who were carrying a machine gun up Hill 297. A white flag was hoisted upon the summit of the hill. The Americans ceased fire and ten Germans bearing a white flag started down the hill. The infantry lieutenant ordered his platoon to advance and take prisoners. Lieutenant Widger suspected a trap and advised his men to be prepared to fire upon the enemy. When the infantry started up the hill the enemy with the white flag fell to the ground and opened fire. The infantry returned with losses, but few of the enemy survived the Engineers' rifle fire.

At 1 P. M., meeting and overcoming determined resistance, the Engineers had penetrated to the extreme northern portion of the Clair Chenes. Charging the machine guns point blank, the companies at 2 P. M. were 200 meters south of the Ferme de Germville. They had captured about one hundred prisoners and twenty machine guns. At this juncture it was discovered that the flanks and rear were unprotected. The infantry flank protection which

## HISTORY OF THE SIXTH U. S. ENGINEERS 147

had been promised was not forthcoming and the enemy were filtering back to the rear of the Engineers. In addition the enemy laid down a heavy barrage and the Engineers' losses were severe. Accordingly the company commanders gave orders to fall back. Thus, in a line of skirmishers, the Engineers fell back to the jumping off point, cutting off and capturing some of the enemy.

Private Allen H. Ward had remained in the woods with Captain Harris, who had been severely wounded. Three men in O. D. and three clad in that greenish-gray costume denoting the enemy crossed the road behind him and brought the long hoped for litter. Between them they placed the wounded captain carefully on it and proceeded to carry him toward the dressing station and safety. Ward noticed that the three prisoners were the same he and the captain had captured from a machine gun nest earlier in the afternoon. The three Americans he could not identify, but then he was a comparatively newcomer to Company B and there were many men with whom he was not acquainted.

Through the trees to the left and front of him Ward could see a long scattered line of prisoners. Of a sudden a suspicion came to him and he ordered a halt. A few strides brought him into the clearing dominated by this skirmish line, and in a loud voice he commanded the enemy to throw up their hands. A few immediately complied. Ward was unarmed. With a rifle, he probably would have captured the entire detachment. As it was a few short orders from a central figure brought a volley of rifle fire stinging, smashing through the brush. Two of the prisoners escaped. One was shot through the heart.

148 HISTORY OF THE SIXTH U. S. ENGINEERS

The three Americans fled, and Ward, seizing a rifle, fired several shots at the enemy. One of the Americans came back, and he and Ward picked up the litter again and attempted to escape. A stumble over a fallen log brought both men to their knees, and in this position Ward heard the wounded captain trying to tell him to go and leave him there, that he could get along all right. With a few words of assurance, Ward continued on with his burden. Unhappily circling, however, the two men walked back into a trap and were taken prisoners with their captain. They carried him to a German dressing station. He still lived, but was sinking rapidly when they were forced to leave him there. The din and noise of battle were over for Ward, but not the suffering.

Private Olien had been severely wounded, but men could not be spared to carry him to the dressing station. Turco remained with him to render any assistance within his power, but the German counter-attack caught them in its flood and they were taken prisoners, Olien dying from his wounds before reaching a place where medical attention could be given.

Privates Duhrkoop, Houghton and Canonico remained in the woods after the company had departed, to care for Corporal Small, who was badly wounded. Houghton preceded the party, and wandering too far ahead was taken prisoner. Later Duhrkoop and Canonico were captured with Small and carried him to a German dressing station.

Private Simpson of the Medical Detachment had been assigned to Company B. He remained in the woods after the company had departed, looking for wounded men to assist. His search, however, car-

## HISTORY OF THE SIXTH U. S. ENGINEERS 149

ried him too far, and hearing voices in a nearby bush proceeded to investigate. He stumbled upon a detachment of the enemy and was taken prisoner.

Upon arriving at the jumping off point, the senior engineer officer reported to Colonel Morrow, Fourth Infantry, saying that if the objective was to be taken and held that flank protection must be furnished by the infantry. Colonel Morrow ordered the Engineers to retake the woods, but he failed to promise the flank protection. Despite this Captain Littlejohn told the Engineers they must take the woods. Infused with his ardor, the Engineers again advanced. In the meantime approximately four hundred of the enemy machine gunners and infantry had filtered into the woods. The engineer companies, reënforced by a dozen infantrymen, advanced in a line of skirmishers on the woods, with Company A under Captain Adams in the center, Company B under Captain Knerr on the left, and Company E under Captain Littlejohn on the right. Upon reaching the open position five waves of Jaegers and Wilhelm's own charged against the single skirmish line of Engineers. So sorely outnumbered, it appeared impossible that the thin line of Engineers could withstand the assault. But the line held and the massed enemy sustained heavy casualties. At this point the enemy gunners to the left of the open space began to enfilade our ranks with sweeping machine gun fire, killing Sergeant A. T. Wood and several others. Grasping the urgency of the situation, Lieutenant Ellsworth and Sergeant Stevenson, followed by a B company platoon, charged at these gunners. Lieutenant Ellsworth, mortally wounded, fell about the center of the clearing. Seeing that the wound was

## 150 HISTORY OF THE SIXTH U. S. ENGINEERS

fatal, Sergeant Stevenson continued on with his platoon. Desperate resistance was met on the border of the Pultiere and Captain Knerr rushed a detachment to Sergeant Stevenson and with the new reinforcements the enemy was cleared out. The Engineers now began to push the enemy toward the Claire Chenes. Here the enemy infantry in groups joined the machine gun posses. In the action that followed many individual acts of bravery were performed. Some flanked the enemy guns, others charged them point blank. Finally the Engineers stood on the edge of the Clair Chenes firing on the enemy as they fled into the shelter of the Chemin de Varennes. The consolidation of the woods was begun immediately.

After dark Company D appeared and constructed a continuous belt of wire along the northern edge of the woods and around its flanks. Corporal Rufus W. Ridgdill of Company D was on patrol when the Austrian 88's began to burst around him. Fearing to lose observation of the enemy by taking shelter, he was killed at his post. During the night it became necessary to send a patrol beyond the point where Corporal Ridgdill was killed. Lieutenant Hill and Sergeant Browne had done some reconnoitering and suspected the presence of some Boches. Lieutenant Hill detailed Sergeant Brown to guide a party composed of Sergeant Davis and Privates Graham, Lehman and McGlinn to various positions along the outskirts of the woods. Having located them and being a trifle skeptical, Sergeant Brown took Graham and proceeded along the edge of the woods searching for enemy stragglers. Shortly after Sergeant Davis, at the outmost position, heard

## HISTORY OF THE SIXTH U. S. ENGINEERS 151

footsteps approaching from the direction Brown and Graham had taken. To his astonishment he saw several Boches approaching. He threw himself on the ground and prepared to fire. "Hold on, Davis," came Brown's voice, "we've got them." Brown and Graham had met four Heinies and taken them prisoners. On the way back one of the Germans made a dash for liberty. Brown, fearful of drawing enemy fire to the wiring party, let him go. Afterward D company learned that they had wired in forty of the Kaiser's troops behind the advanced wire.

Early in the morning of October 21st chow arrived, the first in two days. Details from camp, despite heavy shelling, had carried food over the shell-torn road. Throughout the days which followed the food carrying details distinguished themselves. This same morning another detachment under command of Lieutenant Merrill left camp with men to reënforce the two platoons of Company E. Lieutenant Merrill reported them to Captain Littlejohn and they were to take position in the woods under command of Sergeant Harry Walton. Practically three platoons of Company E were now in the line, with Companies A and B holding the north end of the woods. Captain Willis G. Whitton, holding one section, showed remarkable bravery, coolness and energy, setting a fine example for his men. Numerous machine gun nests were constantly causing trouble, and Private William Guterman alone destroyed several, either capturing or killing the machine gunners. The following men of Company E served as runners, carrying messages under heavy fire: Corporals Johnson, Harris, and Private

152 HISTORY OF THE SIXTH U. S. ENGINEERS

Baughn. Their bravery and that of Corporal Dutton, who refused to leave the line although ordered to do so by the doctor, was particularly noted.

October 21st, the enemy shell fire increased in intensity up to 4 P. M., when a heavy barrage was laid on the north and east edges of the woods. Immediately after this barrage had started a force of enemy troops began to advance toward the Clair Chene woods from the northwest. Machine guns were put into action and enacted their part creditably. These machine guns were furnished by the Seventh Machine Gun Battalion, Seventh Infantry Machine Gun Company, Fourth Infantry Machine Gun Company, and captured machine guns manned by the Engineers. The attack was especially concentrated upon that portion of the woods held by B company under Captain Knerr. Thus at 4:30 P. M. Captains Adams and Littlejohn received a message from Captain Knerr requesting aid. Upon arrival of these reënforcements, B company was found engaging a much larger force of the enemy. On the left a platoon under Master Engineer Oliver, almost completely surrounded, was fighting desperately. At this critical period Lieutenant Beck, under orders of Captain Adams, launched an attack with two Company A platoons on the left, and Lieutenant Cronin with an E company detachment on the right. The enemy made a short stand, then retreated in disorder to the Chemin de Varennes. Shortly afterward Lieutenant Iry, who had been assigned to Company A, arrived at the company position. During the action which followed, this officer's energy and courage were marked.

On October 21st, orders were received by F com-

pany to send details with chow to the Engineers in the line. Heavy shelling greeted the party, composed of Sergeant Nogara, Wagoner Jeffry, Privates Wynne and Zinser. They, however, accomplished their mission. During the night of October 21st, the woods were subjected to intense shelling. Despite this Company D put a second belt of wire in the rear of the one placed the night before. The morning of the 23rd, groups of the enemy were observed gathering in the Bois-de-Rapps. This was reported to our artillery. Following their strafing no further movements were noticed. This morning an F company reconnaissance party led by Lieutenant Sieger with Master Engineer Brunner and Privates Davis and Babbit reconnoitered along the bank of the Meuse. A wiring party which resulted from the reconnaissance was that afternoon fired upon. They had been engaged in carrying wire under the observation of an enemy balloon. The enemy shelling increased to such intensity that work had to be discontinued. While engaged that night the party was spotted by an enemy patrol. Their artillery opened up and five men were wounded, one of whom, Private Alec McPherson, later died. The courage of the officers and men on this occasion was highly commended. Work continued, but the shelling became so severe that it was necessary to suspend operations. The following day Companies C and F completed the task.

To the companies in the line the remainder of the week was quiet, with the exception of occasional shell fire. The rainfall was continuous, exposing the men to indescribable hardships. At 2:30 A. M., October 27th, the companies were relieved from the

154 HISTORY OF THE SIXTH U. S. ENGINEERS

line and hiked to Montfaucon, where they rejoined the regiment. They were welcomed in by the other companies, fed, bathed and clothed. The regiment had done more than its share for the division. They had gone up to work, but fought instead, and stuck. And those that were left behind—the best we cannot praise—they immortalized themselves. Captain Harris and First Lieutenant Ellsworth of Company B and First Lieutenant Birney of Company A, among the best and oldest officers in the regiment, and Private Jacob B. Tieseth, M. C., were killed. Their bravery and sacrifice was recognized by the award of the D. S. C. There were many others of those twenty-seven killed and one hundred and fourteen wounded whose deeds and sacrifices, made in the darkness of the Clair Chenes, are yet untold. And those men of Company C who embarked on the hopeless task of clearing La Minoel woods and gave up their lives in the attempt! With reverence are they recalled.

At Remick, Luxembourg, December 1st, 1919, the Sixth Engineers, represented by Company A, in the presence of organizations of the Third Division, were reviewed by Major General Howze. Here Captain Littlejohn was awarded the D. S. C. and the aforementioned men posthumous D. S. C.'s for their valor in the Argonne.

MEUSE ARGONNE

REGIMENTAL HEADQUARTERS

*Wounded in Action*

COL. SGT. HOLDEN, GLENN, October 15, 1918.

*Gassed*

MASTER ENG. LENOIR, EUGENE, October 18, 1918.

## HISTORY OF THE SIXTH U. S. ENGINEERS 155

### COMPANY A

#### *Killed in Action*

1ST LT. BIRNEY, KNOX B., October 20, 1918.  
SGT. WIDDAL, JOHN C., October 20, 1918.  
SGT. WIEDMAN, DAVID W., October 18, 1918.  
CORP. COUGHLIN, JOHN H., October 20, 1918.  
PVT., 1 CL., BARNIE, JAMES M., October 20, 1918.  
PVT., 1 CL., BEAN, FRANK L., October 20, 1918.  
PVT., 1 CL., MALONEY, WILLARD P., October 20, 1918.  
PVT. BARRON, WILEY C., October 20, 1918.  
PVT. BOURGET, GEORGE A., October 20, 1918.  
PVT. COX, GEORGE C., October 18, 1918.  
PVT. HERMANZA, PETER, October 20, 1918.  
PVT. ROSELL, ERNEST, October 20, 1918.  
PVT. SHARP, FRED L., October 20, 1918.  
PVT., 1 CL., GILBURTH, WILLIAM O., died of wounds.  
PVT. HOLDEN, GUST F., died of wounds.  
PVT. LISY, LEWIS, died of wounds.  
PVT. McALLISTER, JAMES, died of wounds.  
PVT. SEELEY, HENRY K., died of wounds.

#### *Wounded in Action*

CAPT. ADAMS, DONALD B., October 20, 1918.  
SGT., 1 CL., HAMMER, JOHN A., October 20, 1918.  
SGT., 1 CL., GEARHARDT, ELLIOT M., October 18, 1918.  
SGT. NASSE, HAROLD W., October 15, 1918.  
SGT. THOMSEN, CHRISTIAN, October 20, 1918.  
CORP. BLOXOM, CAMERON, October 21, 1918.  
CORP. GINNAVON, GERALD G., October 20, 1918.  
CORP. HEATH, ARTHUR E., October 18, 1918.  
CORP. SELTZER, GEORGE A., October 18, 1918.  
CORP. SHIEFFERT, BART, October 26, 1918.  
CORP. SIBOLE, CHARLES E., October 15, 1918.  
WAG. DEARBORNE, WALTER A., October 21, 1918.  
PVT., 1 CL., CASSIDY, FRANCIS F., October 20, 1918.  
PVT., 1 CL., GALLOWAY, CHARLES, October 21, 1918.  
PVT., 1 CL., HOHOUSLE, ALFRED T., October 21, 1918.  
PVT., 1 CL., NAPIER, CLIFFORD S., October 20, 1918.  
PVT., 1 CL., PROCHASKA, FRANK, October 21, 1918.  
PVT., 1 CL., SMITH, JOHN J., October 20, 1918.  
PVT., 1 CL., VICKERS, EARL, October 22, 1918.  
PVT. BLOESER, ARNOLD C., October 20, 1918.

## 156 HISTORY OF THE SIXTH U. S. ENGINEERS

PVT. BOPP, RUDOLPH, October 20, 1918.  
PVT. BOVA, ALBERT, October 20, 1918.  
PVT. BRAINARD, HUBERT E., October 20, 1918.  
PVT. BUSAU, ARNOLD, October 15, 1918.  
PVT. CALDWELL, EARL L., October 20, 1918.  
PVT. COLE, DELBERT L., October 20, 1918.  
PVT. FIELDS, DAVID, October 22, 1918.  
PVT. GETCHELL, ALFRED, October 18, 1918.  
PVT. GROVER, BENNIE, October 21, 1918.  
PVT. JOHNSON, ROBERT, October 26, 1918.  
PVT. JONES, CLARENCE, October 26, 1918.  
PVT. MAUMAUGH, CLIFFORD, October 20, 1918.  
PVT. SAUNDERS, PERRY C., October 22, 1918.  
PVT. SMITH, CHARLES L., October 21, 1918.  
PVT. SMITH, FREDERICK, October 22, 1918.  
PVT. SOLHEIM, PETER O., October 20, 1918.  
PVT. TILDON, HENRY, October 18, 1918.  
PVT. WALCH, WILLIAM, October 23, 1918.  
PVT. WINKLE, JOHN, October 21, 1918.

### *Gassed*

SGT., 1 CL., HART, LEWIS, October 20, 1918.  
SGT. LUND, PHILLIP F., October 21, 1918.  
CORP. BAUMONT, FREDERICK E., October 15, 1918.  
COOK HOOD, EDGAR, October 18, 1918.  
COOK MINNER, WILLIAM H., October 18, 1918.  
COOK, MYERS, LANDIS, October 15, 1918.  
PVT., 1 CL., APPLEGATE, CHESTER, October 18, 1918.  
PVT., 1 CL., AUBREY, GEORGE, October 20, 1918.  
PVT., 1 CL., GILLON, JAMES A., October 18, 1918.  
PVT., 1 CL., PASLICK, JAMES A., October 15, 1918.  
PVT. AVERY, OLIVER E., October 20, 1918.  
PVT. BOYNTON, KENNETH, October 19, 1918.  
PVT. DAVIS, ALFRED, October 18, 1918.  
PVT. GOODE, ARTHUR, October 20, 1918.  
PVT. LAUGHLIN, JOSEPH, October 23, 1918.  
PVT. MANN, HAROLD, October 23, 1918.  
PVT. SHOEMAKER, WILLIAM, October 20, 1918.  
PVT. TRELLA, LAWRENCE, October 18, 1918.

### *Missing in Action*

PVT. ADAIR, JAMES B., October 22, 1918.  
PVT. SCANLON, WILLIAM, October 25, 1918.  
PVT. SMITH, MATTHEW, October 22, 1918.

## HISTORY OF THE SIXTH U. S. ENGINEERS 157

### *Prisoner of War*

PVT. SPILLANE, JOHN, October 26, 1918.

### COMPANY B

#### *Killed in Action*

CAPT. HARRIS, CHARLES D., died of wounds.  
1ST LT. ELLSWORTH, EDWARD, October 20, 1918.  
CORP. HEAL, LOUIS R., October 20, 1918.  
CORP. BOURASSA, EMIL J., October 20, 1918.  
CORP. ALLEN, RALPH, October 25, 1918.  
PVT. HENRY, ROBERT E., October 25, 1918.  
PVT. McMAHON, JOHN P., died of wounds.  
PVT. ASKY, GEORGE S., died of wounds.  
PVT. HERRERE, DEMETREI, October 20, 1918.  
PVT. MAGNESS, THOMAS H., October 20, 1918.  
PVT. OLEIN, JOHN, October 20, 1918.  
PVT. KUMMER, JOSEPH J., October 20, 1918.  
PVT. DUGGET, FRANCIS A., died of wounds.  
PVT. ESAN, BENJAMIN, died of wounds.  
PVT. WILLIAMSON, ALEXANDER, died of wounds.

#### *Wounded in Action*

CAPT. KNERR, LEWIS E., October 20, 1918.  
2ND LT. BECK, WILLIAM E., October 20, 1918.  
SGT., 1 CL, HOJMES, ORLANDO, October 19, 1918.  
SGT. GREEN, EDWARD B., October 20, 1918.  
CORP. HOETZL, CHARLES F., September 27, 1918.  
CORP. SMALL, HARRY E., October 20, 1918.  
CORP. KNOTSON, ARTHUR, October 10, 1918.  
PVT. BYRNES, THOMAS, October 15, 1918.  
PVT. CANN, MURRAY R., October 20, 1918.  
PVT. COTTEK, FRANK, October 20, 1918.  
PVT. CRAVEN, DANIEL W., October 20, 1918.  
PVT. CRUMM, JESSE, October 15, 1918.  
PVT. DEMPSEY, MICHAEL, October 20, 1918.  
PVT. DOUGHERTY, BURT, October 20, 1918.  
PVT. DUBBS, GUY R., October 20, 1918.  
PVT. DUDZINZKI, LEON, October 20, 1918.  
PVT. GOBBO, GEACOM, October 15, 1918.  
PVT. LARSON, CARL, October 20, 1918.  
PVT. LAW, MARTIN, September 27, 1918.

## 158 HISTORY OF THE SIXTH U. S. ENGINEERS

PVT. MISSLOE, WILLIAM C., October 20, 1918.  
PVT. MOSSER, CARL E., October 10, 1918.  
PVT. PAQUIN, RAOULD, October 15, 1918.  
PVT. PROXLER, ALFRED L., October 20, 1918.  
PVT. WEBER, WILFRED, October 23, 1918.  
PVT. YOUKWITCH, YAKOV, October 10, 1918.

### COMPANY C

#### *Killed in Action*

PVT. DWYER, JOHN, October 2, 1918.  
PVT. McFEETURE, CARTER T., October 15, 1918.

#### *Wounded*

CAPT. McSWEENEY, JOHN F., October 15, 1918.  
2ND LT. ANDERSON, JOHN P., October 16, 1918.  
CORP. McELROY, FRANK J., October 15, 1918.  
CORP. NUTT, FRANK J., October 15, 1918.  
PVT., 1 CL., WILLOTTE, EUGENE H., October 24, 1918.  
PVT. ADAMS, JOHN M., October 17, 1918.  
PVT. ALLEN, GEORGE E., October 16, 1918.  
PVT. ELDER, ARTHUR R., October 19, 1918.  
PVT. GOODIN, ALEXANDER, October 16, 1918.  
PVT. HARDEE, PERRY E., October 17, 1918.  
PVT. HICKS, RUSSELL B., October 17, 1918.  
PVT. INGRAHAM, CHARLES C., October 15, 1918.  
PVT. MATHIS, SIDNEY J., October 16, 1918.  
PVT. McKENNA, Joseph, October 15, 1918.  
PVT. PATIN, JOSEPH, October 17, 1918.  
PVT. RACZYNOSKI, October 20, 1918.  
PVT. SNYDER, HUBERT, October 17, 1918.  
PVT. TURNER, HAROLD L., October 15, 1918.  
PVT. ULSHEN, HARRY, October 17, 1918.  
PVT. WANCHOPE, ANDREW, October 19, 1918.  
PVT. WILLIAMS, FORD B., October 19, 1918.

#### *Gassed*

SGT. SULLIVAN, STEPHEN, October 20, 1918.

#### *Missing in Action*

PVT., 1 CL., BRUCE, JAMES K., October 17, 1918.  
PVT., 1 CL., CHRONISTER, PERCY, October 17, 1918.  
PVT., 1 CL., O'DONNEL, ADELBERT, October 20, 1918.

## HISTORY OF THE SIXTH U. S. ENGINEERS 159

PVT. AYERS, ROBERT G., October 17, 1918.

PVT. LANGLE, AYRES M., October 17, 1918.

PVT. PACYNA, JOSEPH, October 17, 1918.

PVT. TARAN, TALMAGE, October 17, 1918.

### COMPANY D

#### *Killed in Action*

CORP. RIDJILL, RUFUS W., October 20, 1918.

PVT., 1 CL., BOWER, ERRET W., October 21, 1918.

#### *Wounded in Action*

SGT. PATTERSON, PETER M., October 20, 1918.

CORP. ORCHARD, JACK L., October 20, 1918.

CORP. WINDSOR, ARDIS E., October 12, 1918.

COOK LIND, JOHN W., October 18, 1918.

COOK POGEL, ARCHIE C., October 18, 1918.

H. S. BENTON, MALAN A., October 18, 1918.

PVT. BLEDG, ISADORE, October 25, 1918.

PVT. WHEELER, WILEY C., October 4, 1918.

#### *Gassed*

SGT. SOLLISH, HERMAN, October 20, 1918.

CORP. CLIFTON, HARDY W., October 19, 1918.

CORP. CORNEIL, LAFAYETTE, October 18, 1918.

CORP. HUTTON, JOHN W., October 19, 1918.

CORP. KARL, FRANK, October 19, 1918.

COOK BOWER, JOSEPH, October 18, 1918.

PVT., 1 CL., TEBBITTS, HARRY B., October 25, 1918.

PVT., 1 CL., WILSON, ROBERT, October 19, 1918.

PVT. CARROLL, JOHN M., October 20, 1918.

PVT. DANIEL, JAMES E., October 21, 1918.

PVT. MEZOROWSKI, CHARLES, October 18, 1918.

PVT. RICE, HERBERT, October 19, 1918.

### COMPANY E

#### *Killed in Action*

SGT., 1 CL., LACKER, GEORGE W., October 20, 1918.

SGT., 1 CL., WOOD, ALBERT T., October 20, 1918.

PVT., 1 CL., CHAPMAN, IRWIN A., October 20, 1918.

PVT., 1 CL., KOLETSIOS, PETER, October 26, 1918.

PVT. FERRELL, JOHN T., died of wounds.

## 160 HISTORY OF THE SIXTH U. S. ENGINEERS

### *Wounded*

CAPT. McCARO, FREDERICK A., September 26, 1918.  
SGT. ERICKSON, OSCAR, October 15, 1918.  
SGT. GRINNELL, OLIVER, October 24, 1918.  
CORP. SMITH, CHARLES E., October 14, 1918.  
CORP. WOOD, JAMES L., October 24, 1918.  
PVT., 1 CL., SMITH, ALBERT J., October 23, 1918.  
PVT., 1 CL., TAYLOR, CHARLES A., October 20, 1918.  
PVT., 1 CL., WHELPLEY, ARTHUR G., October 23, 1918.  
PVT. BERGSTROM, FRITZ H., October 20, 1918.  
PVT. BLESI, JOHN C., October 23, 1918.  
PVT. BROOKE, ERNEST G., October 20, 1918.  
PVT. CALOBRESE, VITO, October 20, 1918.  
PVT. DOWDEN, GEORGE, October 20, 1918.  
PVT. FAUSER, EARL N., October 26, 1918.  
PVT. GUTERMAN, WILLIAM G., October 26, 1918.  
PVT. HAMAND, CLAUDE E., October 20, 1918.  
PVT. HARBERT, JOHN L., October 24, 1918.  
PVT. KIMBALL, MAURICE D., October 13, 1918.  
PVT. MARS, CLARENCE W., October 23, 1918.  
PVT. MORRIS, WILLIAM, October 20, 1918.  
PVT. RICHTER, JOHN B., October 25, 1918.  
PVT. SCHILLING, M. P., October 23, 1918.  
PVT. SIMONS, CHARLES M., October 23, 1918.  
PVT. SPONSELER, JEREMIAH, October 24, 1918.  
PVT. STONE, STEPHEN C., October 20, 1918.

### COMPANY F

#### *Killed in Action*

PVT., 1 CL., LYONS, JAMES A., October 13, 1918.  
PVT., 1 CL., MOZINGO, GEORGE M., October 13, 1918.  
PVT., 1 CL., MCPHERSON, ALEXANDER, died of wounds.  
PVT., 1 CL., MIDDLETON, DAVID H., died of wounds.

#### *Wounded*

SGT. YOUNG, CLIVE L., October 24, 1918.  
CORP. GLEASON, JOHN F., October 19, 1918.  
PVT., 1 CL., BRUECK, CALVIN V., October 18, 1918.  
PVT., 1 CL., PETERINI, ANGELO, October 19, 1918.  
PVT., 1 CL., RUSSELL, LEWIS, October 19, 1918.  
PVT., 1 CL., SHOEMAKER, LEO H., October 13, 1918.  
PVT., 1 CL., SULLIVAN, CHARLES D., October 12, 1918.  
PVT. McERLAIN, HENRY, October 2, 1918.

## HISTORY OF THE SIXTH U. S. ENGINEERS 161

PVT. MILLAN, ANTHONY, October 10, 1918.

PVT. NAQUIN, JOSEPH E., October 14, 1918.

PVT. TAVERS, JACOB C., October 26, 1918.

PVT. VAN DRIEST, JOHN, October 13, 1918.

### *Gassed*

SGT., 1 CL., RILEY, JOHN, October 15, 1918.

CORP. COLE, WILLIAM H., October 15, 1918.

CORP. INYARD, FRED. H., October 15, 1918.

PVT., 1 CL., FINNEGAN, RODNEY, October 15, 1918.

PVT. GODDARD, WILLIAM E., October 15, 1918.

PVT. GRYCH, FRANK J., October 18, 1918.

PVT. LONG, JOHN, October 18, 1918.

PVT. ZIEGLER, CHARLES L., October 13, 1918.

## ENGINEER TRAIN

### *Killed in Action*

WAG. BLACKSTEN, WILLIAM G.

### *Wounded*

1ST LT. DU BOIS, GEORGE B.

SGT. WARD, HAROLD C.

WAG. KABELKA, OTTO.

PVT., 1 CL., MARINO, DOMINICO, attached Co. C.

PVT. ANDERSON, —, attached Co. B.

PVT. McALLISTER, JAMES, attached Co. A.

PVT. McERLIN, JAMES, attached Co. F.

PVT. WHEELER, WILEY, attached Co. D.

## MEDICAL DETACHMENT

### *Killed*

PVT. SMITH, THOMAS S., October 14, 1918.

PVT. TEISETH, JACOB B., October 20, 1918.

PVT. VIALO, EMILIO, October 16, 1918.

### *Wounded*

1ST LT. BIRD, STEPHEN A., October 10, 1918.

PVT., 1 CL., BECKER, FRED C., October 21, 1918.

PVT., 1 CL., BICKSTEIN, HOWARD, October 20, 1918.

PVT., 1 CL., KENNEY, JOHN D., October 25, 1918.

PVT., 1 CL., KUSHNEN, OSCAR W., October 20, 1918.

PVT., 1 CL., STEFANIK, ANDREW, October 16, 1918.

## ENGINEER TRAIN

THE St. Mihiel offensive having been accomplished successfully, on September 16th the Train received orders to proceed to a new theater of operations. The trip was made by night marches and camouflaged days, which ended on the night of September 26, 1918. No one will ever forget them; the mud, the rain, and the sleeping in wet blankets. On September 27, 1918, while lying in on the northern edge of the Bois de Hesse, orders were received to proceed at once to Haucourt. The animal section and the motor section were separated by about a mile. The motor section under Lieutenant DuBois started forward at dusk, Lieutenant Lyons following after a couple of hours with the animal section. Upon reaching the junction, traffic was found to be hopelessly tied up on the Avocourt-Esnes road. A small fleet of French trucks, wallowing helplessly in a series of mud holes, made the block complete. Colonels, majors, captains, and lieutenants from all branches of the service were trying different methods of getting the Frogs out, and nothing was being accomplished. In a few minutes by the simple expedient of unloading the French trucks and turning them upside down in the ditch traffic was opened. While this work was going on there occurred an incident which never will be forgotten by any of those who heard it.

When first we heard it it sounded like a bunch of

men cheering in the distance. This shouting seemed to roll down the endless column of wagons and artillery, ever growing louder, ever coming closer. Finally we could make out the cry as it was passed from teamster to teamster, "Cease firing, heavy artillery falling short." This cry, as it came back along the line, though absolutely without foundation, one of those freaks of battle, was at the same time one of the most gruesome and thrilling incidents of the campaign.

With the traffic moving freely and the worst spots in the road repaired the Train pulled out and wended its way over Hill 304, passed Haucourt without seeing it, and pulled into Malancourt. Here the motor section was parked on what remained of the street in Esnes, and the animal section in a meadow northwest of the town, along the road to Montfaucon.

We had hardly more than got settled when the increasing volume of traffic began to give trouble. The head of the transportation column had reached the forward dumps of Montfaucon, unloaded, and were returning with a string of ambulances to Montfaucon, and thence west along the road to Avocourt. About the time when the columns to the front and rear became a continuous stream, a bridge somewhere in the vicinity of Avocourt broke down. The southbound column, with its ambulances filled with wounded, came to a standstill. The northbound column, with rations and ammunition, barely crawled. The Train was in reserve, with nothing to do but to await orders. However it was only necessary for the men to hear the shrieks of the severely wounded as they died in the stalled ambulances to cause every

## 164 HISTORY OF THE SIXTH U. S. ENGINEERS

one to volunteer every possible means of assistance to keep the traffic moving, and to aid and comfort the wounded. Day after day and night after night, with little or no sleep, the men of the Train were encountered everywhere, sometimes working with a pick and shovel, sometimes aiding the wounded and sharing with them their food and sometimes dragging trucks and wagons out of the ditch with hand ropes in the rain, mud and shell fire. Several times when after a heavy burst of enemy shell fire the drivers of trucks in the column who had left their trucks to seek protection elsewhere could not be found, men from the motor section readily volunteered to mount these trucks and drive them to their destination. Volunteers engaged on this homely yet tremendously important work sapped their vitality by long hours of work without sleep, and weakened themselves physically by being continually wet by the drenching rains, and as a result the following men were taken down with pneumonia and sent to the hospital, where they later died:

SERGEANT J. W. JONES  
PRIVATE MCCORD  
WAGONER J. FISHBERG  
WAGONER E. A. SMITH  
WAGONER D. SAVAGE  
WAGONER T. KIRBY  
PRIVATE J. LITTLE  
PRIVATE H. VOORHEES

On the night of October 2, 1918, about 3 A. M., the enemy began to shell the meadows where the large caliber, and of an instantaneous type known animal section was parked. The shells were of very

## HISTORY OF THE SIXTH U. S. ENGINEERS 165

as "lawnmowers." The first shell that landed in camp killed a number of horses. Private George M. Kennedy, who was then on guard, went from wagon to wagon wakening the other members of the guard. Another shell came in, killing Wagoner Blacksten and Private Dwyer, and wounding the following: Private J. E. McAllister, Wagoner O. Kabelka, Private H. Klemm, Sergeant H. C. Ward, Private W. C. Wheeler, Private McErlan, Private R. A. Anderson and Private D. Marino, as well as a large number of the Three Hundred and Fourth Engineers who were encamped nearby. Private Kennedy, having completed the instruction in his general orders, instead of seeking safety for himself, went back to a wagon where Private McAllister lay sick and unable to move. He took him on his back and with one hand led a soldier from the Three Hundred and Fourth Engineers who had his hand blown off, up a hill and toward the old German dugouts. Before reaching them another shell burst directly behind. McAllister was wounded and all three were thrown to the ground. Private Kennedy regained his feet, and unable to find the man with the hand blown off, carried McAllister to his dugout, returning with many others to assist the wounded to protection.

For this Private George Kennedy was awarded the D. S. C. Though his work was a fine example of courage and self-sacrifice, those men who rushed from the protection of their dugouts out into the shell fire to assist their wounded comrades must not be forgotten. It is desired to record here the great appreciation of the entire Engineer Train for the noble and timely aid given by a body of officers and

## 166 HISTORY OF THE SIXTH U. S. ENGINEERS

men of Field Hospital No. 7, who jumped from their beds along the road and rushed to their assistance with stretchers and first aid.

The English press has been full of articles by any number of organizations entitled "We built the road across No Man's Land from Esnes to Montfaucon." While the Train does not claim this distinction, we did a little bit. The Fourth Engineers, working north of Malancourt, were almost unable to get stone to make their repairs. Some member of the Train conceived the idea of putting stone from the destroyed houses of Malancourt in sand bags and throwing these sandbags on the steps and fenders of all passing cars and trucks. The idea was almost laughed at at first, but when put in operation by a little band of fifty or sixty men from the Train the Fourth Engineers began to receive from one to ten bags of stone from every passing vehicle, whether it was a truck or a general's Cadillac. It did not take long to perfect the system and soon all Engineers on this road north of Malancourt had all the stone they wanted.

On October 6, 1918, the Train moved out of Malancourt. The animal section, under Captain Lyons, moved out only after having to return to their dugouts twice. An M. P. at Montfaucon misdirected Captain Lyons as he was marching along the road towards Nantillois. He ran into Chaplain Sherman coming from the opposite direction, who informed him that he had evidently been misdirected, for he had met a sentry up the road who told him that the lines were just beyond. Captain Lyons drew his train into an open field, and with the chaplain and the men took shelter in an abandoned Ger-



OBSERVATION BALLOON NEAR MONTFAUCON, FRANCE  
DIRECT HIT ON AMERICAN TANK, SOUTH OF MADELAINE FERME, FRANCE  
FRENCH LIGHT TANK IN SHELL HOLE NEAR MONTFAUCON



RUINS OF CATHEDRAL, MONTFAUCON, FRANCE

RUINS OF CHÂTEAU NEAR NANTILLOIS, FRANCE

P. C. 4TH INFANTRY IN BOIS-DE-FORET

## HISTORY OF THE SIXTH U. S. ENGINEERS 167

man dugout. Early in the morning the guard reported an observation balloon, and about that time the shelling commenced. The Train found itself in a difficult position and heavily shelled. Captain Lyons, through his skillful maneuvering and the valuable assistance of Sergeant Conley and Sergeant Wyatt, got the Train out and behind the protecting heights of Montfaucon with the loss of only one wagon.

Here again the animal and motor sections were joined in a camp in a valley just back of Montfaucon, where they slept to the tune of a battery of 155's which were in position right along the edge of the camp, and ducked counter battery shells for some time. Immediately the Train started supplying the attacking infantry with engineer material, but due to the condition of the road most of the work was given to the animal section. The motor section, however, was called upon to deliver an artillery bridge, to bridge taken trenches where they crossed the Cierges-Romange road.

Late in the afternoon of October 17th orders were received to deliver six escort wagons loaded with infantry and entrenching equipment to the stone quarry on the Cunel-Brieulles road, where they were to be left for the infantry. At the same time the motor section was ordered to deliver ten truck loads of barbed wire and pickets to the same place. Sergeant Conley was placed in charge of the wagon train and it moved out. Their journey was without incident until they reached Madeleine Ferme, where they ran into severe shell fire, through which they drove unhesitating. This shelling continued until they turned the corner at Cunel and went along the

road to the stone quarry. Here they parked the wagons, unhitched their teams, and started back about 11 P. M. Shortly after getting out of the Cunel-Nantillois road, it was again subjected to a heavy shelling of high explosive and overhead shrapnel. However, by skillful maneuvering and good luck, Sergeant Conley got his detail back to camp without any casualties.

In the meantime, the motor section, under the command of Lieutenant DuBois, spent five hours in the traffic jam and finally arrived at an engineer dump just outside of Cuisy. Here they loaded with required material, and started for Cunel. Harassing fire, as a barrage to transport reënforcements, was encountered from Madeleine Ferme almost to Cunel, but as the Train reached the Brieulles road the enemy artillery fire was swung west and concentrated on Cunel. Several trucks were struck by shell splinters, but no material damage and no casualties were suffered. Just before entering the Bois de Foret machine guns opened up from some point north of the road, but the convoy ran through this fire, and it was not known until the next morning that five trucks had been hit by the machine-gun bullets. The material was delivered. All the wounded in the dressing station at the quarry were loaded on the empty trucks. Just as the returning convoy was entering Bois de Cunel the enemy commenced to shell this whole section heavily, from the north, and from guns east of the Meuse.

As they reached Madeleine Ferme they were held up by a medical corps man who, coatless and without a helmet, ran out into the shell fire and asked permission to load on some of the wounded that

## HISTORY OF THE SIXTH U. S. ENGINEERS 169

were crowded in the dressing station. Nearly every truck was loaded to its capacity and the Train proceeded to the evacuation hospital in the rear. It then returned to camp, only to find the night made hideous there by long-range heavy artillery and almost constant bombing from the aeroplanes. Every day from that time on until the division was relieved this work was duplicated.

A history of the Train would be incomplete if there was no mention of the wonderful work done by Mess Sergeant M. E. Slater. From the time the first shell was fired on the Marne until the last one was fired in the Argonne, Sergeant Slater kept his kitchen going day and night. Always being sure of a good meal on returning to camp went a long way toward inspiring the men to do their utmost.

Never were rations lacking, and, in fact, at one time it is remembered he kept two regiments and a supply company in food for several days. The members of the Train claim him to be the best mess sergeant in the army.

The Train was relieved with the regiment, the animal section marching with the regimental transportation, and the motor section in the column with the Divisional Train. The two sections were re-united at Nancois-le-Petit, where everybody took a much-desired rest. On the morning of the 11th of November the Train received orders and was on the road to General Foch's great unfought battle of the Moselle. However, the armistice was signed, and couriers stopped the Train and turned it back to Nancois-le-Petit, there to begin the memorable march to the Rhine.

## ENGINEER TRAIN

WHILE at the village of Nancois-le-Petit, Lieutenant G. B. DuBois, our commander, was relieved from duty with the Engineer Train and sent on detached service to be Division Motor Transport Officer. He was succeeded by Captain R. S. Lyons as train commander, assisted by Lieutenant J. C. Hunt, Supply Officer. A few days later, November 11, 1918, news came that the armistice was signed.

Captain Lyons was relieved as Commander of the Train on November 12th, and was succeeded by Lieutenant C. N. Iry as Train Commander. Our trucks were ordered to be turned over to the Fifth Division at Dun-sur-Meuse, which left us with no motor transportation.

Orders came in for the move into Germany and the wagon section left Nancois-le-Petit for the trip into Germany on November 14th. This left only eight men in charge of the supplies in Nancois-le-Petit. Lieutenant Iry remained behind with this detail. The next day orders came in to draw new transportation and Corporal Rose and six men proceeded to Tronville. Here they drew six Peerless trucks and eight Ford vans. Orders came in the same day to proceed on our way to join the division on its march into Germany.

Here was a proposition of taking motor transportation of fourteen cars with only six drivers available. Lieutenant Iry drafted a few men from the Third Supply Train and Corporal Rose started a

## HISTORY OF THE SIXTH U. S. ENGINEERS 171

thirty-minute auto school. The cooks and the rest of the men were taught to drive Ford cars in the remarkable time of thirty minutes.

We then left Nancois-le-Petit at 6 P. M., November 15, 1918. We proceeded through Bar-le-Duc to St. Mihiel. On our way from Bar-le-Duc Lieutenant Iry was struck by a passing motorcycle and was badly injured. He, however, proceeded with us on our way. We passed through St. Mihiel and then proceeded across the front lines of the enemy and through what for four years had been "No Man's Land." We proceeded on and stopped at Vieville, after driving all night and encountering numerous mishaps owing to the bad condition of the trucks and the inexperience of the new drivers.

We camped at Vieville that day and Lieutenant Iry's injuries pained him so much that he was taken to the hospital. Lieutenant Hunt then came to the motor section and Lieutenant Sieger was assigned to the wagon section. After resting a day at Vieville we continued on our way through the German occupied territory, and here we got a good idea of German camouflaged roads and ammunition dumps. We continued on until we hit St. Julien. Here we rested for the night and the next morning were on our way to Conflans. This town was gayly decorated with the flags of the Allies, and the people in the town were all cheering the troops as they passed. There were thousands of released Allied prisoners marching back along these roads. All would ask for tobacco, and as the men had plenty of the famous Bull Durham, they distributed it to the eagerly awaiting hands of the prisoners.

From Conflans we continued on to Briey. Here

we were joined by the Three Hundred and First Water Tank Train. From there we continued to Joeuf, and then across the border into Florschinger, Luxembourg. From there we traveled through into Essinger, a small town outside of Diedenhofen, where we camped. We remained in this village for a period of seven days, which we spent in cleaning the transportation and our personal equipment.

Thanksgiving Day was a memorable one. Sergeant Slater toured the nearby country a few days before in search of turkey, hog, or any other good eats that would make the day pleasant for the men. He encountered no luck at all, so the Thanksgiving dinner was of the well-known and hated "Corn Bill."

Captain R. F. Lyons returned to us once again, and on December 2nd we crossed the Moselle River at Remich and entered Germany. We proceeded until we arrived at the town of Saarbourg. We camped at this town for two days and we were given first-class accommodations by the residents of the town. We slept in real feather beds, and the next morning reveille had quite a few absentees. At this station Lieutenant Iry rejoined the train and the next day we resumed the trip. The week saw us through the towns of Beurig, Herl, Etgart, and Gonzerath. From Gonzerath we continued on, stopping at Wurrik, Roths, and Dorth. At Dorth we remained from December 11th to December 15th awaiting for orders.

When the orders arrived we continued our trip, passing through the cities of Trier and Coblenz, finally arriving at our station at Ochtendung on December 16, 1918, at 3 P. M.

## HISTORY OF THE SIXTH U. S. ENGINEERS 173

The trip of the motor section was made into Germany with old, wornout trucks which had to be nursed and petted during the whole trip. That transportation was kept moving was due to the motor knowledge of our force of mechanics, Corporal Rose, Wagoners Long and Pursel, who established the unprecedented record of having brought the entire Train's fleet of Quad trucks through eighteen months' service, of which one hundred and four days were on front line operations. During this time not a single vehicle was salvaged or a single one sent outside of the unit to be repaired. The trucks were always kept in first-class condition and ready for duty. At the beginning of the trip the six Peerlesses received were in bad condition and three out of commission, but when they arrived on the Rhine all six were in good running order.

## THE WAGON SECTION

IT was a cold, rainy day when the horse section of the Sixth Engineer Train left the little village of Nancois-le-Petit for its memorable trip to the Rhine. The day was November 14th and will always be remembered as the beginning of the worst war the Train ever fought. We camped successfully at Malmont and Rouwriez and arrived at Vieuville, a small town closely nestled between two mountain chains, which were French fortifications for many years. Vieuville was interesting in that it was the burial ground of thousands of German soldiers.

We traveled forward, camping at Esnoy and St. Julien, and arrived at Mars-la-Tours, the famous

174 HISTORY OF THE SIXTH U. S. ENGINEERS

battlefield of the War of 1870. On the field where the battle took place we camped over night in the shadow of the famous monument in whose bowels were skeletons of the unknown dead, numbering several thousands. Here Lieutenant Sieger took command of the wagon section of the Train.

We next stopped at Joeuf, where we struck our first inhabited cities and heard our first German. Moyemen-le-Grand was our next camping ground, a thriving little city where both French and German were spoken. Here we were to hear our last French, as we were getting into Alsace-Lorraine and the further we traveled the less French we heard. In going from Moyemen-le-Grand to Garsch we passed through the beautiful Alsatian Diedenhofen, now called Thionville, where the French population were welcoming their deliverance and a grand holiday was in force.

The Train would have stopped there, but luck was not with us and we proceeded through to Garsch and thence to Briesdorf, where we spent a long, hungry, rainy, cold week. It was here that George M. Kennedy, scared, trembling and ill at ease, fought the worst war of his young but useful life. In front of the entire regiment of the Sixth Engineers he was saluted by Major General Howze and was from then on known as George M. Kennedy, D. S. C.

After a week's stay we left Briesdorf, traveling all day and night of December 1st, and at three o'clock the next day arrived at Sinz, Germany. En route we crossed the Moselle at Perl, where Alsace-Lorraine, Luxembourg, and Germany meet at a point in the center of the river. We stayed at Perl for two hours, had breakfast and proceeded on our

## HISTORY OF THE SIXTH U. S. ENGINEERS 175

way. Thanksgiving dinner was rather belated, but nevertheless welcomed. Here a chicken dinner was presented by S. Cohen, A. Ridenour and S. J. Johnson, who achieved a night raid all of their own.

It was at Sinz that a most interesting placard read as follows: "Warning is hereby given to the people of Sinz that strange troops are to enter the village. Extreme care should be taken that they be treated with the utmost hospitality and respect. Should any of the citizens harm the troops the whole village will have to suffer the consequences." We then arrived at Irsch, always to be remembered as a town of the long, hard hill. At the end of the village was a long, steep hill, eight kilometers in length. At 3:15 the next morning we started to climb the hill. We traveled for fifty-six kilometers to the town of Morbach. The next day we proceeded on until we reached Bubenheim, and then on to Laubach, where we remained for five days.

After the usual growling and impatience we set out from Laubach, and on December 15th, about 3 P. M., came in sight of our goal, the Rhine. We struck the Rhine at probably its most beautiful point—St. Goar, in the shadow of the Lorelei and the wonderful Castle of Rhinfels. The next day we reached Coblenz. Here we remained over night and the next day proceeded with the rest of the column for Hausen, but were intercepted by Lieutenant Iry at Ochtendung. Here we rejoined the motor section of the Train and had our first good meal in many a day, picketed our horses, and with a sigh that was audible we settled down for our first rest in many days.

## OUR WORK IN THE ARMY OF OCCUPATION

After the reunion of the wagon and motor sections of the Train we started right into business. Billets were assigned to the men and good meals were given them. After a few days Captain Lyons and Lieutenant Iry were relieved from duty with the Train and Lieutenant DuBois returned to us once again.

Then came the order to draw the ever memorable German trucks. They were of "Iron Tire" fame and when they traveled along the road made enough noise to cause a deaf man to resume his hearing. They were assigned to road work, hauling stone and other road material.

Christmas came and saw the Train's cooks preparing the best meal we had in a long while. New Year's Day also saw a good meal for the boys.

Later the German trucks and Peerless trucks were turned in and we drew six new U. S. Army trucks and twenty-eight Packard trucks, which enabled us to meet any order that might come.



## ARMY OF OCCUPATION

**W**HEN the regiment came out of the Argonne Wood the men were pretty well worn out.

The casualties had been heavy and the men were exhausted from the continual strain and sick from constant exposure to rain and to the gas-poisoned air. After a two-day wait near the village of Recicourt the regiment was loaded onto a fleet of French trucks, driven by Siamese, and transported to the village of Nancois-le-Petit, near Bar-le-Duc. Here the men were assigned quarters in barns, which seemed like palaces after the long stay in the muddy fox-holes that had been their homes for the past five weeks.

After a night of undisturbed slumber and a day devoted to cleaning up they took up their customary rest-area pastime of searching the surrounding country for eatables and people who would cook them. A soldier is like a wolf; he eats ravenously when the eating is good, for his experience has taught him that he is apt presently to be hungry in a place where food is not to be had. The usual "rest period" training schedule made its appearance with its usual requirements of eight hours' daily drill; and a large detachment of replacements came in from Angers to fill up the sadly depleted ranks.

In about ten days came orders to move. The regiment was to go into the lines again in the Metz sector, but just as they were leaving to embark on

the waiting trucks the orders were countermanded. The Armistice had been signed.

The news aroused no particularly exuberant feelings among the troops. They were pleased, of course, but rather listless. Five weeks of high nervous tension had deadened their capacity for spontaneous outbursts. They wanted just one thing—to go home where they could forget.

Then came orders to march into Germany. Some were pleased, but most of them thought with dread of the hundreds of cold, muddy miles that lay between them and the Rhine. The start was auspicious, as Colonel Daley made one of his pointed speeches and the first seventy kilometers were covered in French trucks. The regiment unloaded in Vieville and, after a two-day wait, began the long hike on the night of the 16th. Companies A and D were detached to act with the advanced guard of the Fifth Brigade and continued in this capacity until the regiment reached the Rhine.

The 23rd of November found the Americans at the boundaries of the little Duchy of Luxembourg. At this point the regiment received orders to halt for a few days, as the Americans were following the Germans so closely that the latter were scarcely clear of a town before the Yanks marched in. The Germans were evidently short of food, as the remains of many horses were seen lying along the road which had evidently become exhausted and had been butchered for food by their masters.

The regiment remained here a week. It was a very acceptable rest, as the men were worn out with the continual march and their shoes gave way with remarkable rapidity on the metaled highways.



**Y. M. C. A. HUT, OCHTENDUNG, GERMANY**  
**FOOTBALL TEAM 6TH ENGINEERS, SEASON 1918-19**  
**“DALEY HALL,” OCHTENDUNG, GERMANY**



BULLETIN BOARD IN FRONT OF R. H. Q., OCHTENDUNG, GERMANY  
FARLEY & SLINGER, 6TH ENGINEERS, CHAMPION A. E. F. WRESTLERS  
CONLEY & NOLAN SPARRING

## HISTORY OF THE SIXTH U. S. ENGINEERS 179

There was some drilling and some athletics and a lot of practice in pack-rolling, as the General insisted that every pack present a uniform appearance. The regiment celebrated Thanksgiving Day while here. It wasn't much of a celebration, as the dinner was a pathetic affair, the things that Americans are accustomed to having on their tables on this day of feasting being painfully lacking.

The long march had been a trying experience. proceeded without further interruption until on the 11th the regiment reached Bacharach on the Rhine.

... The RHINE! The goal of America for the past eighteen months, for the attaining of which we had dreamed and worked and starved and buried our friends. It was ours at last. As we gazed on the vineyards rising in terrace after terrace up the almost perpendicular sides of the rugged hills, on the tops of which, outlined against the sky, perched old castles that had been the scenes of wars from time immemorial, we forgot all the long, weary miles behind us and felt a certain exhalation in being the bearers of a new standard of Liberty in this war-worn country.

The long march had been a trying experience. Hiking day after day a distance of from fifteen to twenty-five miles, with seventy-five pounds of equipment weighing one down, over a road that climbs over endless hills and winds through forest after forest of dripping leafless trees, in rain and cold, with barely enough food to keep one going, and a bed on a hard floor at night when shoulders ached so from the pack straps that sleep was often impossible for hours, and when swollen feet had to be forced into soggy shoes upon arising, was not the

enlisted man's idea of a triumphal entry into a conquered country.

That the regiment made the hike with such small losses has always been considered remarkable. Many an exhausted veteran came through on sheer nerve. The distance covered was as much as twenty-five miles some days, and ten miles was a mere stroll. Transportation found it very difficult to keep up with the advancing troops and often the kitchens and ration wagons failed to reach the town until many hours after the men, yet they must resume the march with them on the following morning. The cooks, though they had no packs to carry, were up almost constantly, as the rolling kitchens must make up for these delays in transit by working overtime after their arrival. It would certainly have gone hard with the men if they had not been able to obtain food from the houses where they were billeted. The people showed themselves very considerate and provided the hungry travelers with an abundance of boiled potatoes and cabbage which the men devoured ravenously after their long hikes, and for which they were glad to pay liberally.

After five days' rest in Bacharach the regiment resumed the march and proceeded north along the banks of the Rhine to Ochtendung, which had been assigned to the Sixth for a permanent stopping place. They covered the seventy kilometers in two days, reaching their future home on the night of the 17th of December.

Ochtendung is a town of about two thousand inhabitants, situated in a rich farming region about half-way between Coblenz and Mayen. It was a very clean town, as German towns go, and contained

## HISTORY OF THE SIXTH U. S. ENGINEERS 181

sufficient accommodations to house the regiment comfortably.

The organization immediately took steps to make the most of its surroundings. Halls were taken over for dining-rooms and as far as possible every man was provided with a bed. Many of the men slept in beds for the first time in a year. A drill schedule was made out and plans were set on foot for the organization of athletic competitions and vaudeville entertainments.

Christmas came along with cold weather and a shortage of food. The mess sergeants were hard put to it to provide a suitable dinner, as all that was obtainable from the Germans was potatoes and sauerkraut, but by various schemes, known to no one but themselves, they contrived to put out a creditable meal. Every one was included by the Germans in their Christmas festivities and though the boys couldn't help thinking of the Christmas they were missing in the States, they admitted that they were far from being badly off.

There was an abundance of work to be done. All the public utilities and private factories that controlled the output of material necessary to the welfare of the Army of Occupation in the Third Divisional Area were put under the control of the engineers. These included roads, gas and electric plants, stone quarries, coal yards, and lumber mills, which were operated under the direct supervision of the Americans so that no discrimination would be shown against the Allied military authorities. Among some of the things requisitioned was a quantity of German trucks which were operated by the Train on road repair work. The remainder of the regi-

## 182 HISTORY OF THE SIXTH U. S. ENGINEERS

ment soon learned to take to the alleys when these iron-tired monstrosities came snorting and jangling along; as they had a distressing habit of sliding across the street and squeezing the unwary pedestrian against a convenient wall.

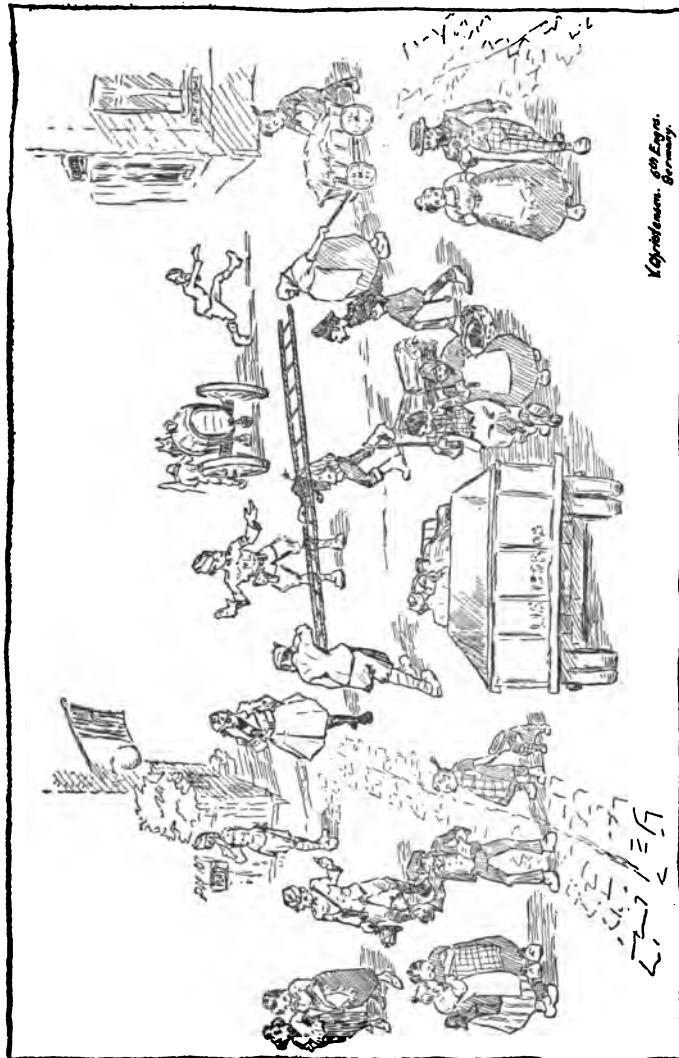
A section of the railroad extending from the vicinity of Bassenheim to Kerben, a distance of about ten kilometers, was patrolled constantly by the regimental guard. Some of the posts were as much as seven kilometers from Ochtendung, necessitating the use of horses in traveling to and fro, and as the weather was bitter cold and the posts were in exposed positions there was no little hardship suffered by the men detailed on this duty.

Early in January details were sent out on detached service to various towns throughout the divisional area to superintend the construction of mess halls, bath-houses, storerooms, and other buildings, as most of the division was poorly housed. Work was also begun on various buildings to be used by the Y. M. C. A., which were afterwards "presented" by that organization to the Division, having cost them nothing but the speech of dedication.

In athletics the regiment soon became a formidable competitor in the Division. The football team just missed winning the divisional championship, losing the final game to the Seventh Infantry. The basket-ball team duplicated this record, being nosed out by the Eighteenth Field Artillery. The boxers of the regiment were eliminated in the final tryouts, but the wrestlers were never beaten. Cal Farley, welterweight, and Slinger, lightweight, cleaned up everything in the A. E. F.

The regimental paper, "The Pioneer," was the

HISTORY OF THE SIXTH U. S. ENGINEERS 188



THIS IS OCHTRUP

## 184 HISTORY OF THE SIXTH U. S. ENGINEERS

first soldier sheet published in the Division, and one of the first in the Army of Occupation.

In February seven-day leaves to the American Expeditionary Forces leave areas in southern France became available to the regiment and the men were released for these trips as fast as they could be spared. As nearly all members of the regiment had seen considerably more than a year's service without a leave of any kind, the men eagerly availed themselves of this opportunity to break the monotony of garrison life. Local passes in the Third Army Area were also obtainable and trips to various points of interest in the vicinity of Coblenz, including a steamboat trip to Bonn, were organized under the able direction of the Y. M. C. A.

In March a regimental rifle and pistol team was organized to compete in the American Expeditionary Forces small arms competition at Le Mans. It signally upheld the reputation of the Sixth, taking first place in the pistol competition by a wide margin and was nosed out of first place in the rifle match by only 12/100 point per man.

In the final tryouts for the American Expeditionary Forces rifle team, which was to compete in the inter-Allied shoot, and consisted of twenty-five men, three of the places were captured by members of the Sixth. In the Third Army small arms competition which was held at Wehr, Germany, in June, the regimental team captured sixth place.

In March the regiment bade farewell to Colonel Daley, who had been its commander for seven months, and who by his fairness, his regard for his men, and his loyalty to his trust in fair weather and foul had won the admiration and respect of the en-

## HISTORY OF THE SIXTH U. S. ENGINEERS 185

tire organization from majors to "dog-robbers." His place was taken by Colonel Finch.

On St. Patrick's Day the regiment attended the review of the Third Division by General Pershing and was highly complimented by him on its appearance, the regimental commander being assured that the General had seen nothing superior in the entire Third Army.

In the latter part of March a system of intensive training was undertaken by which two companies at a time were given a complete course in infantry tactics. This course covered a two-week period for each two companies. Shooting on the range then claimed the attention of the regiment and continued for several weeks.

In dramatics the regiment also came to front. Its show, "Onkor Mam'selle," was acknowledged to be one of the best organized in the Army of Occupation and played to enthusiastic audiences in all parts of the Third Army Area.

During March General Howze, commanding the Third Division, decorated the regimental colors with seven battle streamers in recognition of the work done by the Sixth United States Engineers on the four fronts upon which the regiment had been engaged.

## RETURN OF THE REGIMENT

JULY 28th brought the glad tidings that the regiment had been turned over to the Service of Supply for transportation to the United States. It seemed hard to realize that at last we were to return to "God's Country."

In a few days all equipment and extra supplies had been turned in for salvage, the regiment was divided and a section stationed at each entraining point to assist the Division in evacuating the Rhine-land in the most orderly and comfortable manner.

On August 9th the regiment entrained at Plaiddt, Germany, and with a hearty and sincere farewell from the natives, started towards home. After seventy hours aboard the train, which consisted of American box cars, the regiment reached Brest.

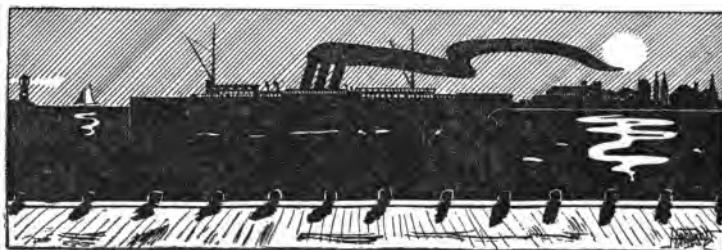
Here for two days it was subjected to physical inspections and baths and was given new clothing. On August 16th it boarded the U. S. S. *Manchuria*, which immediately weighed anchor and set sail for home.

The voyage across the ocean consumed ten pleasantly spent days, as the ocean was very calm, the weather serene, the "chow" good, and entertainment every evening.

The Statue of Liberty was sighted at five o'clock in the afternoon of the 26th, and by eight that evening the regiment had arrived at Camp Merritt, where it was at once very unceremoniously demobil-

## HISTORY OF THE SIXTH U. S. ENGINEERS 187

ized. After being demobilized the "remains," thirty officers and one hundred and two enlisted men, proceeded, on August 28th, to Camp Pike, Arkansas, the new home of the "Marne Division."



## ORGANIZATION AND TRAINING OF THE MEDICAL DETACHMENT

WHEN the Sixth U. S. Engineers was organized at American University on May 16, 1917, a detachment of medical corps men was also organized to care for the health of the regiment. Training was begun shortly after in conjunction with the training of the Engineers. This consisted of the handling of wounded, the doctoring of the different sick cases which are common to an army, and military hygiene and sanitation. The detachment was given an opportunity to put their knowledge into practice, as it was a part of their duties to care for the sick cases of the regiment.

On July 24th the first battalion of the Engineers was ordered to Belvoir, Va., to shoot on the rifle range. Accordingly a detachment from the medical corps was sent also. At this camp it established an infirmary which continued duty until the latter part of October, which after all the regiment had finished shooting returned to Washington Barracks. Another infirmary was established July 24th at this latter place, which was the headquarters of the Engineers, and continued duty until it embarked for "Over There."

As living conditions in the States were of the best the medics had a comparatively easy time of it; but as soon as they reached the goal of their desires, "Sunny France," things began to change imme-

## HISTORY OF THE SIXTH U. S. ENGINEERS 189

dately. Due to the unaccustomed exposure the men were forced to undergo, numerous sick cases appeared in the regiment. These began to flow in upon the detachment in an almost ceaseless stream. Consequently, during the whole winter it was kept strenuously busy combating pneumonia, frozen feet, and the French itch.

On February 10, 1918, the detachment started upon a campaign which proved to be almost ceaseless, when with Companies B, D, and Headquarters of the Engineers it entrained for the British front. Upon arrival at Doingt, February 11th, the outfit was immediately moved up to the Peronne sector for line duty. Infirmaries were established at Voyennes and vicinity which rendered invaluable assistance during the German offensive, caring not only for the wounded of their own organization but also for the English and Australian wounded. After the Somme defensive the detachment rested two days at Abbeville and was then sent to a Camon, where it continued duty for three weeks. Upon the arrival of the rest of the companies at the British front the whole regiment was put on bridge guarding, demolition and field fortification work. Infirmaries were set up at the towns of Argœuvres, Hangiers, Frans-villiers and Querrieu in close proximity to the location of the companies. Until the 6th of June the outfit continued at these places, when orders were received to assemble in the vicinity of Amiens. After a four-day rest the detachment entrained with the regiment on June 10, 1918, and proceeded to Mont-mirail, where it was to take up the second phase of its long campaign.

CHAMPAGNE-MARNE DEFENSIVE (MEDICAL  
DETACHMENT)

On June 11th the detachment detrained at Montmirail with the regiment and began the campaign which was to end so victoriously but at such a tremendous cost for the Americans. From Montmirail it was moved up to the front along the Marne, where three infirmaries were established, one at regimental headquarters, one in the Bois-de-la-Jute with A and E companies, and one in the woods north of Courboin with B, C and F companies. Here the work consisted of caring for the sick and the few casualties resulting from shell fire. At 12:10 on the morning of July 15th this work began in dead earnest with the opening of the big barrage which heralded the Crown Prince's Friedensturm or "Peace" drive.

As the bombardment became more violent and the wounded began to multiply, the work of locating an evacuating men became increasingly difficult. The hospital corps men attached to the companies labored with superhuman energy and endurance in caring for the wounded and in getting them to a place of safety. Their efforts were finally crowned with success, though at a stiff cost, for many casualties resulted in their own organization due to exposure while trying to help others. Among these casualties was Private, First Class, Francis S. Hanlon, who was killed while administering first aid.

During this time, in which the red brassard men were doing their work as coolly as if it were an every-day occurrence, the shelling of the roads in the back areas had become so hot that ambulance

## HISTORY OF THE SIXTH U. S. ENGINEERS 191

after ambulance coming in response to the urgent call from the front was ditched by the roadside or had to be turned back after facing an impenetrable wall of high explosive.

Consequently the two battalion infirmaries became hopelessly overcrowded and the Medics were compelled to lay the wounded upon the ground outside the dugouts. Though up against a difficult proposition they continued to carry on. "Business as usual" was their motto, and they lived up to it faithfully. Many are worthy of special mention, and one of these is Lieutenant William J. Topmoeller, whose efficient service in rendering first aid was especially commendable. After the barrage had eased up and aid in caring for the wounded had come up from the rear, the detachment began to look to itself. It was found that out of its little force of twenty-five men eleven, or nearly forty per cent, had become casualties, so it was necessary to send for replacements. These arrived on the afternoon of the 15th and consisted of one officer and seven men.

On July 21st orders were received to establish an infirmary at Mezy, on the banks of the Marne, where the engineers were constructing a pontoon bridge. Accordingly a detachment under the command of Lieutenant R. R. Allen proceeded to the town and located in an old shell-wrecked house.

It did not take the Germans long to find out that activities of some sort were being carried on in this building and very soon high explosives and shrapnel commenced to bring down the roof upon the heads of the Red Cross men. Despite this fact Lieutenant Allen and his men continued with dogged per-

## 192 HISTORY OF THE SIXTH U. S. ENGINEERS

sistence to carry on their work. In the meantime it was learned that a great many infantry wounded were lying on the north bank of the Marne. Private Katz was dispatched with a stretcher to see what could be done, and he succeeded in crossing and recrossing the river several times on the infantry foot-bridge which had been thrown over the river, each time bringing his men in safely. Invaluable service was rendered by this dressing station until it was relieved and sent to join the regimental infirmary at Fossoy. When the advance had progressed far enough to allow the building of a trestle bridge at Jaulgonne a detachment was sent with the engineers to establish a dressing station in the town. This detachment rendered faithful and efficient service until it was relieved and sent to Fossoy to join the regiment.

At this latter place conditions were very bad. The town, which was little better than a ruin, was full of flies resulting from the numerous dead bodies of horses and men.

Immediately after the Medical Detachment was established strict sanitary measures were introduced; the dead bodies were removed, all refuse taken care of, plenty of disinfectant sprinkled around, and the sanitation of the company kitchens and water supply received all possible attention. These measures, while holding the disease in the immediate command in check, did very little towards the improvement of the district because the general conditions along the whole Marne front were such that local sanitation had little effect.

## HISTORY OF THE SIXTH U. S. ENGINEERS 193

### VESLE SECTOR (MEDICAL DETACHMENT)

After having rested a few days B and C companies of the Engineers were ordered into the lines on August 3rd, and a detachment of hospital corps men, under Captain R. R. Allen, was sent along with them. After a long bus ride and a still longer march through rain and mud the detachment reached its destination, Arcis-le-Ponsart, a little town about eight kilometers south of the Vesle River, during the morning of August 4th. Here a dressing station was established which cared for the numerous casualties of other troops, both French and American, as well as the casualties from its own outfit. At this period an attack of dysentery of unknown origin broke out among the troops and the strictest of sanitary measures had to be instituted. The companies were required to boil all drinking water, and all kitchen utensils had to be washed with soap and hot water and afterward rinsed with boiling water.

Despite these precautions the disease not only could not be checked but continued to spread. Fortunately the great majority of cases were light and the men, after a few days' treatment, were able to resume duty. Indeed there were many, thanks to the medical attention they received, who did not even have to be confined in camp. The spread of dysentery was probably due to the fact that conditions were much worse than they were to the south of the Marne. On August 5th Captain Allen, who had labored ceaselessly in combating the dysentery, was himself taken down and had to be evacuated to the hospital. The command of the medics was then turned over to Lieutenant Webster.

## 194 HISTORY OF THE SIXTH U. S. ENGINEERS

After three weeks of ceaseless effort in combating disease and handling the many wounded the detachment, which had not been away from the front since March except for a few days at a time, was finally relieved on August 15th and joined the rest of the outfit at Fossoy.

The next morning found the medical detachment of the Sixth Engineers en route to Montmirail, where it entrained for the Gondrecourt area.

Upon arrival at its destination, Montierres-sur-Saux, infirmaries were established in the towns of Paroy and Effincourt as well as in Montierres proper. Then began the stiff training schedule which was to put not only the regiment, but also the wearers of the Red Cross, in condition for the two gruelling battles which followed.

### ST. MIHIEL (MEDICAL DETACHMENT)

The night of September 4th found the Medics marching and riding along with the Engineers on the start of that never-to-be-forgotten hike to the St. Mihiel sector. The first day was spent in the Bois-de-Bonnet and the next brought the outfit to the town of Dalouze and Gerauvilliers, where it rested for a few days. Infirmaries were set up in both places and the men were treated for sore feet, coughs, colds, and the other little sicknesses which invariably accompanied a gruelling march. September 10th the hike was again resumed and the detachment pursued its way to the Bois-de-Jure along the Sauvoy-Aulnos route, arriving on September 12th. Infirmaries were immediately established and the numerous sick cases attended to. It was found nec-

## HISTORY OF THE SIXTH U. S. ENGINEERS 195

essary to send a detachment to Essey to establish a dressing station for the care of the engineers who were building roads there, as the town was subject to intermittent shelling. The detachment remained in the St. Mihiel sector until September 15th, when the regiment received orders to move back to Menil-la-Tour. Here an infirmary was established in an ambulance and business continued as usual during the stay in these woods.

### MEUSE-ARGONNE (MEDICAL DETACHMENT)

The move to the Verdun sector, which was to be a part of the scene of the last great offensive of the war, was begun on September 17th. The Medical Detachment, with the rest of the regiment, embussed at Menil-la-Tour on the afternoon, and after an all-night ride arrived at Juivecourt, where it camped in the woods east of the town awaiting orders for a further advance. After a three days' rest these orders arrived and on the 22nd the outfit proceeded to the Bois-de-Hesse north of Dombasle, where it remained four days while the engineers were engaged in cutting trails for the infantry.

The morning of September 27th found the detachment en route to a point on Hill No. 304, which had been No Man's Land before the start of the drive. Upon arrival an infirmary was immediately set up in an old dugout to take care of the numerous sick cases which began to appear among the men of the command. Dysentery, coughs and colds became more prevalent than ever before, and it became necessary to put all men reporting on sick call under observation. Many had to be evacuated to

## 196 HISTORY OF THE SIXTH U. S. ENGINEERS

the hospitals in the rear and not a few died from pneumonia and severe cases of dysentery. As the latter disease was attributed to the fact that the drinking water was obtained from shell-holes, rigorous sanitary measures were prosecuted with regard to the chlorination of the water, the disposal of refuse, and the cleanliness of the company kitchens. It was due to the rigorous prosecution of these measures that the sickness in the regiment was held in check. As the road on which the regiment was working was continually crowded with traffic, the evacuation of the casualties came to be a very difficult matter. Consequently, when a high explosive shell landed near the camp of the engineer train, killing two and wounding five, the Red Cross men had to carry them on litters back to the town of Esnes, a distance of nearly five kilometers.

On the night of October 6th the detachment marched with the regiment to a point two kilometers south of Montfaucon, where infirmaries were established with each battalion. From Montfaucon the outfit moved to the Bois-de-Beuge, preparatory to going into the line as infantry.

This camp was under continual shell fire, and the list of killed and wounded began to mount up. The detachment lost two of its best men during the occupation of this woods, Private Thomas S. Smith, killed, and Private Camille J. Verbeck, severely wounded.

On October 15th the regiment received orders to proceed to the Bois-de-Fays for infantry duty and such engineer work as was to be done. Immediately upon arrival infirmaries were established at two points in the woods, as the surgeon foresaw that the

## HISTORY OF THE SIXTH U. S. ENGINEERS 197

regiment was not to come out of this position without a great number of killed and wounded. His prediction came true, for it did not take the Hun very long to discover the position and he kept it under constant bombardment. The hospital corps men were compelled to be in constant attendance, and performed faithful and efficient service in caring for and evacuating the wounded. This was made doubly difficult because of having to carry these men on litters from the Bois-de-Fays to Nantillois, a distance of about three kilometers.

From the time that Company C started for the line on October 15th for infantry duty until Companies A, B and E were relieved from the line, the duties of the detachment were strenuous indeed. The increasing casualties made it necessary for the Red Cross men to be on duty day and night. To the men attached to the companies fell the difficult and dangerous task of constantly exposing themselves to the enemy's fire without the chance of fighting back. They doggedly persisted throughout the battle, however, and many a poor wounded lad had the joy of seeing the cross of mercy approaching, of feeling the firm, gentle hand, and hearing the calm, steady voice of the red cross man, after having almost given up hope. As an instance of unparalleled courage and devotion to duty the work of Privates, First Class, John D. Kenney and Jacob B. Teiseth is cited. The former, disregarding the advice of a nearby officer, ran across an open space to where several wounded were lying and after dressing their wounds succeeded in helping them to a place of safety. He was under constant machine-gun and rifle fire while performing this act, and continued to

expose himself in rendering first aid and carrying wounded from many almost impossible places until killed while crossing an open space in the act of conducting a man to safety.

To the men in the infirmaries in the Bois-de-Fays fell the nerve-racking task of having to carry on their work under constant bombardment with little or no protection.

Numerous cases of gas poisoning, trench feet, shrapnel wounds, and dysentery were reported and had to be attended to regardless of consequences. The dugout in which the infirmary was located was hardly deep enough to protect the men from flying shell splinters, but nevertheless they continued to render faithful and efficient service until the regiment was relieved from the line.

On October 25th came the welcome orders which caused the outfit to move south of Montfaucon, where after a few days' road work it was again moved south to the Bois-de-Hesse, there to embuss for the Bar-le-Duc area on the 1st and 2nd of November. Immediately upon arrival at its destination, Nançois-le-Petit, the detachment established an infirmary. Everything possible was done for the health of the command and training was begun for the next great offensive, which was destined never to be because of the signing of the Armistice on November 11th.

#### ARMY OF OCCUPATION (MEDICAL DETACHMENT)

On November 14th the detachment accompanied the regiment on the start of its hike "With Dickman to the Rhine," arriving at Bacharach on De-

## HISTORY OF THE SIXTH U. S. ENGINEERS 199

ember 10, 1918, after an almost continuous march of twenty-seven days. It is greatly to the credit of the Medical Corps that so few men had to be evacuated to the hospitals during this gruelling hike, which was accompanied by cold and inclement weather. Coughs, colds and sore feet were the things that had most to be combated, while here and there occasional cases of dysentery showed up. Thanks to the prompt medical aid rendered by the regimental infirmary, these illnesses were overcome and the command came through the march in much better health than was to be expected.

After a four-day rest in Bacharach the detachment, with the regiment, proceeded by marching to Ochtendung, which town it was to occupy during its stay in Germany. Immediately upon arrival at its final destination an infirmary was established and rigorous sanitary measures instituted, with such good effect that on July 14, 1919, when the physical status of the regiment was taken, it was found that the men were greatly improved physically over the time of their enlistment.

### SOMME DEFENSIVE

COX, SAMUEL C., Major M. C., until April 7, 1918, Hqrs.  
BERND, LEO H., Major M. C., until March 10, 1918, Hqrs.  
SACCO, ANTHONY G., Capt., Co. D.  
COONEY, THOMAS E., 1st Lt. M. C., 1st Bn.  
PARKER, SAMUEL R., Hosp. Sgt., Hqrs.  
ANDERSON, JOSEPH F., Sgt., Co. B.  
PRYOR, GEORGE R., Sgt., Co. D.  
SMITH, JOSEPH F., Sgt., Co. B.  
CLEMENT, HORACE J., Sgt., Hqrs.  
HUDSON, ROBERT E., Corp., Co. D. and B.  
BECKER, FRED C., Corp., Hqrs.  
BICKSTEIN, HOWARD, Pvt., 1 cl., Co. D.  
BOSSERT, ANDREW V., Pvt., 1 cl., Co. B.

## 200 HISTORY OF THE SIXTH U. S. ENGINEERS

HANLON, FRANCIS S., Pvt., 1 cl., Hqrs.  
KATZ, WILLIAM, Pvt., 1 cl., Co. B.  
KENNY, JOHN D., Pvt., 1 cl., Co. D. and B.  
KRAMS, ISIDOR, Pvt., 1 cl., Co. B.  
KUEHNER, OSCAR W., Pvt., 1 cl., Co. B.  
MALVIN, DONALD, Pvt., 1 cl., Co. D.  
OWENS, MORRIS, Pvt., 1 cl., Co. D.  
REICHERT, CARL F., Pvt., 1 cl., Co. D., B. and Hqrs.  
WALKER, EDGAR, Pvt., 1 cl., Hqrs.  
WINGO, THOMAS J., Pvt., 1 cl., Co. D. and Hqrs.  
ARMSTRONG, ADDISON, Pvt., Co. D.  
BICKSTEIN, SAMUEL, Pvt., Co. D.  
LEVEY, ABRAM I., Pvt., Co. B.  
SOREL, ARTHUR C., Pvt., Hqrs.

## MARNE

BERND, LEO H., Major M. C., until July 7, 1918, Hqrs.  
LITTLEFIELD, HARRY A., Major M. C., from July 6, 1918,  
Hqrs.  
SACCO, ANTHONY G., Capt., until July 15, 1918, 1st Bn.  
WEBSTER, MARION M., Capt. M. C., from July 17, 1918,  
2nd Bn.  
ALLEN, ROBERT R., Capt. M. C., from July 12, 1918, to August  
5, 1918, 2nd Bn.  
BIRD, STEPHEN T., Capt. D. C., Hqrs.  
COONEY, THOMAS E., 1st Lt. M. C., up to June 28, 1918, 1st Bn.  
STONG, JESSE B., 1st Lt. M. C., from August 9, 1918, 1st Bn.  
TOPMOLLER, WILLIAM G., 1st Lt. M. C., June 29, 1918, to  
July 16, 1918, 1st Bn.  
PARKER, SAMUEL R., Hosp. Sgt., Hqrs.  
PRYOR, GEORGE C., Sgt., 2nd Bn.  
MCINTYRE, JOHN A., Sgt., 2nd Bn.  
SMITH, JOSEPH F., Sgt., 1st Bn.  
CLEMENT, HORACE J., Sgt., Hqrs.  
HUDSON, ROBERT C., Corp., Co. F.  
BECKER, FRED C., Corp., Co. D.  
BICKSTEIN, HOWARD, Pvt., 1 cl., Co. C.  
BOSSERT, ANDREW V., Pvt., 1 cl., Co. A. and Hqrs.  
HANLON, FRANCIS S., Pvt., 1 cl. (killed July 15, 1918), Co. E.  
KATZ, WILLIAM, Pvt., 1 cl., Co. F.  
KENNY, JOHN D., Pvt., 1 cl., Co. F.  
KRAMS, ISIDOR, Pvt., 1 cl., Co. A.  
KUEHNER, OSCAR W., Pvt., 1 cl., Hqrs.

## HISTORY OF THE SIXTH U. S. ENGINEERS 201

MALVEN, DONALD, Pvt., 1 cl., Cos. F. and C.  
OWENS, MORRIS, Pvt., 1 cl., Co. E.  
SMITH, JESSE B., Pvt., 1 cl., Hqrs.  
WALKER, EDGAR, Pvt., 1 cl., Hqrs.  
WINGO, THOMAS J., Pvt., 1 cl., Cos. B. and C.  
ARMSTRONG, ADDISON, Pvt., Hqrs.  
BICKSTEIN, SAMUEL, Pvt., Co. C.  
DOLL, ERNEST R., Pvt., Co. B.  
LEVEY, ABRAM I., Pvt., Co. E.  
MILBERG, WILLIAM H., Pvt., Hqrs.  
SOREL, ARTHUR C., Pvt., Co. A.  
STEFANIK, ANDREW, Pvt., Co. D.  
WESTON, RALPH B., Pvt., Co. E.  
WILLIAMS, WILLIAM C., Pvt., Co. C.  
WINTER, JOSEPH F., Pvt., Co. D.  
WOJCIECHOWSKI, PETER E., Pvt., Co. A.  
FITZPATRICK, JOHN A., Pvt., Co. A., attached as ambulance  
driver from Hqrs. Det.

## MEUSE ARGONNE

LITTLEFIELD, HARRY A., Major M. C., Reg. Surgeon.  
WEBSTER, MARION M., Capt. M. C., 2nd Bn.  
STONG, JESSE B., 1st Lt. M. C., 1st Bn.  
BIRD, STEPHEN T., Capt. D. C., Dental Surgeon.  
PARKER, SAMUEL R., Hosp. Sgt., Hqrs. and 1st Bn.  
CLEMENT, HORACE J., Sgt., Hqrs.  
SMITH, JOSEPH F., Sgt., Hqrs., 1st and 2nd Bns.  
BECKER, FRED C., Corp., 2nd Bn.  
BICKSTEIN, HOWARD, Pvt., 1 cl., Co. A.  
BOSSERT, ANDREW V., Pvt., 1 cl., Cos. A, B, C, D, E and F.  
KENNY, JOHN D., Pvt., 1 cl., Hqrs., Cos. B and E.  
KUEHNER, OSCAR W., Pvt., 1 cl., Hqrs. and 1st Bn.  
OWENS, MORRIS, Pvt., 1 cl., Co. C.  
REICHART, CARL, Pvt., 1 cl., Co. C.  
SMITH, JESSE B., Pvt., 1 cl., Hqrs. and Co. A.  
WALKER, EDGAR, Pvt., 1 cl., Train.  
WINGO, THOMAS J., Pvt., 1 cl., Co. E.  
BICKSTEIN, SAMUEL, Pvt., Co. A.  
DOLL, ERNEST R., Pvt., Cos. B and C.  
MILBERG, WILLIAM H., Pvt., Hqrs. and Co. F.  
SIMPSON, REUBEN L., Pvt., Co. B.  
SMITH, THOMAS, Pvt., Co. F (killed).  
SMITH, WILLIAM S., Pvt., Cos. C and A.

## 202 HISTORY OF THE SIXTH U. S. ENGINEERS

SORINI, CELESTINO, Pvt., Co. E.  
SPAULDING, JOHN, Pvt., Co. D.  
SWANBERG, OLOF, Pvt., Co. F.  
TIESETH, JACOB B., Pvt., Co. E.  
TORHIEM, HENRY, Pvt., Co. D.  
VENDT, FRED, Pvt., Co. D.  
VERBECK, CAMILLE, Pvt., Co. C.  
VIALA, EMILIO, Pvt., Co. C.  
WOJCIECHOWSKI, PETER E., Pvt., Co. A.

### ST. MIHIEL

LITTLEFIELD, HARRY A., Major M. C., Hqrs.  
WEBSTER, MARION M., Capt. M. C., 2nd Bn.  
STONG, JESSE F., 1st Lt. M. C., 1st Bn.  
BIRD, STEPHEN T., Capt. D. C., Hqrs.  
PARKER, SAMUEL R., Hosp. Sgt., Hqrs.  
CLEMENT, HORACE J., Sgt., Hqrs.  
SMITH, JOSEPH F., Sgt., 2nd Bn.  
BECKER, FRED C., Corp., 2nd Bn.  
BICKSTEIN, HOWARD, Pvt., 1 cl., Co. A.  
BOSSERT, ANDREW V., Pvt., 1 cl., Hqrs.  
KENNY, JOHN D., Pvt., 1 cl., Cos. E and F.  
KUEHNER, OSCAR W., Pvt., 1 cl., Hqrs.  
OWENS, MORRIS, Pvt., 1 cl., Co. C.  
RIECHERT, CARL F., Pvt., 1 cl., Co. C.  
SMITH, JESSE B., Pvt., 1 cl., Hqrs.  
WALKER, EDGAR, Pvt., 1 cl., Hqrs. and Train.  
WINGO, THOMAS J., Pvt., 1 cl., Co. D.  
BICKSTEIN, SAMUEL, Pvt., Hqrs.  
DOLL, ERNEST R., Pvt., Co. B.  
LEVEY, ABRAM I., Pvt., Co. A.  
MILBERG, WILLIAM H., Pvt., Hqrs., Train. and Co. C.  
SIMPSON, REUBEN L., Pvt., Co. B.  
SMITH, THOMAS, Pvt., Co. F.  
SMITH, WILLIAM S., Pvt., Co. B.  
SORINI, CELESTINO, Pvt., Cos. E and F.  
SPAULDING, JOHN, Pvt., Co. D.  
TIESETH, JACOB B., Pvt., Cos. E and F.  
TORHIEM, HENRY, Pvt., Co. D.  
VENDT, FRED, Pvt., Co. F.  
VERBECK, CAMILLE J., Pvt., Co. F.  
WOJCIECHOWSKI, PETER E., Pvt., Co. A.  
SWANBERG, OLOF, Pvt., Co. F.

## HISTORY OF THE SIXTH U. S. ENGINEERS 203

### GONDRECOURT AREA

LITTLEFIELD, HARRY A., Major M. C., Hqrs.  
WEBSTER, MARION M., Capt. M. C., 2nd Bn.  
STONG, JESSE F., 1st Lt. M. C., 1st Bn.  
BIRD, STEPHEN T., Capt. D. C., Hqrs.  
PARKER, SAMUEL R., Hosp. Sgt., Hqrs.  
CLEMENT, HORACE J., Sgt., Hqrs.  
SMITH, JOSEPH F., Sgt., 1st Bn.  
BECKER, FRED C., Corp., 2nd Bn.  
BICKSTEIN, HOWARD, Pvt., 1 cl., Co. A.  
BOSSERT, ANDREW V., Pvt., 1 cl., Hqrs.  
KENNY, JOHN D., Pvt., 1 cl., Cos. E and F.  
KUEHNER, OSCAR W., Pvt., 1 cl., Hqrs.  
OWENS, MORRIS, Pvt., 1 cl., Co. C.  
RIECHERT, CARL F., Pvt., 1 cl., Co. C.  
SMITH, JESSE B., Pvt., 1 cl., Hqrs.  
WALKER, EDGAR, Pvt., 1 cl., Hqrs. and Train.  
WINGO, THOMAS J., Pvt., 1 cl., Co. D.  
BICKSTEIN, SAMUEL, Pvt., Hqrs.  
DOLL, ERNEST R., Pvt., Co. B.  
MILBERG, WILLIAM H., Pvt., Hqrs., Train, and Co. C.  
SIMPSON, REUBEN L., Pvt., Co. B.  
SMITH, THOMAS A., Pvt., Co. F.  
SMITH, WILLIAM S., Pvt., Co. B.  
SORINI, CELESTINO, Pvt., Cos. E and F.  
SPAULDING, JOHN, Pvt., Co. D.  
TIESETH, JACOB B., Pvt., Cos. E and F.  
TORHEIM, HENRY, Pvt., Co. D.  
VENDT, FRED, Pvt., Co. F.  
VERBECK, CAMILLE J., Pvt., Co. F.  
VIALA, EMILIO, Pvt., Co. C.  
WOJCIECHOWSKI, PETER E., Pvt., Co. A.  
SWANBERG, OLOF, Pvt., Co. F.

## TOPOGRAPHICAL OFFICE

THE work of this office has been to some extent identified with every operation in which the Sixth U. S. Engineers was engaged. It performed such duties as reconnaissance, designing of bridges, drafting, mapping, blue-printing, lithography and photography, which naturally came under its jurisdiction, and in addition to the technical duties enumerated above, it was called on to perform duties concerned with civil affairs and intelligence. The latter duties devolved upon this office because its personnel was well qualified to do this work. Master Engineer Fred H. Bloom deserves special mention for the excellent work which he rendered the Sixth U. S. Engineers.

The work of which this office is most proud is that performed overseas. Shortly after the regiment arrived in France a complete map of the Tenth Zone was made, and on the British front location sketches of bridges, German dugouts and roads were made. The real work of this office started on the Marne, where this unit showed its true value. The entire area of the Third Division was reconnoitered, sketched and plotted. Every night parties went out with their sketching boards and returned the next morning with the necessary information. Day and night the members of this office toiled, and on July 4th the first hundred copies of the Marne maps were sent to Division Headquarters. Every machine-gun

## HISTORY OF THE SIXTH U. S. ENGINEERS 205

pit, barbed-wire entanglement, trench, dugout, post of command, first aid station—in short, everything in the area was noted on these maps. When the Huns started their frightful attack on the eve of July 14, 1918, all units in the Third Division had in their possession a number of these maps. Master Engineer Robert A. Gardner rendered most valuable service, for it was his untiring spirit and ability that made it possible for the litho office to deliver over four hundred copies of the division map in two colors every day.

The Topographical Office continued with its work through the St. Mihiel and Meuse-Argonne offensive; it also carried on at the various rest areas and in its stay in the Army of Occupation, Germany. The work of this office in Germany consisted chiefly in map-making, artistic designing and reproduction of same. Christmas cards were designed and printed by the Topographical Office. Cover designs for division pamphlets were designed and printed here. A mass of miscellaneous jobs were accomplished and all of them were done cheerfully and well. The photographic collection is a remarkable accomplishment of its own. Sergeant Don C. Coleman is almost entirely responsible for the collection. The cuts in this history were taken by this office. In addition we have available enough photos to enable us to illustrate the regimental history from its beginning to the present day.

### TOPOGRAPHICAL OFFICERS

AT CAMP AMERICAN UNIVERSITY, none.

AT WASHINGTON BARRACKS, none.

AT PRATHOY, HAUTE MARNE, Capt. Chandler Davis.

## 206 HISTORY OF THE SIXTH U. S. ENGINEERS

AT THE BRITISH FRONT, FIRST HALF, none.

AT THE BRITISH FRONT, SECOND HALF, Lt. A. Wilson.

AT THE MARNE, none.

AT MONTIERRES, Capt. S. L. Kuhn.

AT DALOUZE, same.

AT ST. MIHIEL, same.

AT THE MEUSE ARGONNE, same.

AT NANCOIS LE PETIT, same.

DURING THE MARCH INTO GERMANY, same.

IN THE ARMY OF OCCUPATION UNTIL MAY 15, 1919,  
same.

IN THE ARMY OF OCCUPATION AFTER MAY 15, 1919,  
Capt. S. Medine.

## HISTORY OF REGIMENTAL SUPPLY OFFICE

THE Regimental Supply Office of the Sixth Engineers had its birth in the ground floor of the Administration Building at American University Camp, Washington, D. C., right at the outset of the regiment's activities. Invoices, bills, receipts, leases and an appalling array of other imposing documents poured in and out daily, and the property of the regiment, all branches of equipment, swelled daily under the able guidance and direction of Captain W. H. Holcombe, who in addition to performing the difficult duty of thoroughly equipping a newly-formed regiment, had his hands full in organizing Headquarters Detachment and the Engineer Train.

Supply Sergeant Carl A. Woline, of Company D, First Engineers, was the first Regimental Supply Sergeant, assisted by Sergeant Joseph Wetzel, who acted as storekeeper. Sergeant Thomas J. Major, of Headquarters Detachment, was detailed to assist in the office on August 1, 1917.

A considerable amount of the regiment's equipment was obtained from the First Engineers. Our engineer wagons consisted of ten of the big, box-like Brown type tool wagons, and twelve of the newly developed limber and caisson type wagons. After the office moved to Washington Barracks on August 15th the equipment for these wagons poured

in and this branch of property was soon complete and in shape for the field.

On August 13, 1917, George W. Card, Supply Sergeant, Company D, was appointed Regimental Supply Sergeant and was put in charge of the regimental corral and stables. On August 29th Captain Clarence E. Whitney was appointed Assistant Supply Officer. Shortly thereafter Captain Holcombe received his majority, Captain Whitney taking his place as Supply Officer on September 27, 1917. On September 5th, Sergeant Woline having been appointed Master Engineer, Sergeant Thomas J. Major was appointed Regimental Supply Sergeant. At this time Private, First Class, Hartley, of Company B, was detailed to duty in the Supply Office, and remained continuously at this work while the regiment was overseas, eventually being promoted to the rank of Sergeant, First Class.

On September 22nd the Ordnance Detachment, consisting of six men, was organized from personnel within the regiment. Privates, First Class, Paul M. Rhodes and Danziger were made Sergeant of Ordnance and Corporal of Ordnance, respectively. The Ordnance Detachment functioned under the supervision of the Supply Officer all through the period of the regiment's stay in Europe.

On October 13th Second Lieutenant J. J. Murphy was appointed Assistant Supply Officer, Second Lieutenant Grover C. Inglis Supply Officer, First Battalion, and Second Lieutenant John J. Cronin Supply Officer, Second Battalion.

All through the month of November the Supply Office work under pressure, equipping the regiment for service overseas. The duties of a supply officer

## HISTORY OF THE SIXTH U. S. ENGINEERS 209

were very exacting, since the vast and diversified equipment of an engineer regiment rested upon his shoulders as an actual, personal money accountability. Then came the buzz of excitement and anticipation incident to leaving the United States for Europe. The office hummed with calculations as to cubic capacity and weights on baggage and paraphernalia. Our motorcycles (nineteen in all), two Garford trucks and three Dodge cars were crated and all our wagon transportation prepared for overseas shipment.

On November 15th Lieutenant Murphy took the regimental transportation, including animals, wagons and automobiles, to Newport News. He left Newport News with the animals on December 8, 1917, and arrived at Saint Nazaire, France, on December 25th. In the meantime the regiment sailed from Hoboken on December 4th, the Supply Office occupying a portion of the large saloon used as headquarters on board the George Washington. Private, First Class, Moberg was detailed to work with the Supply Officer and continued on this duty, being eventually promoted to sergeant.

Upon the regiment's arrival in France at its initial station an office was set up in Prathoy, Haute Marne, where the wants of the regiment were disposed of. The second battalion, located at Champlitte, was in the hands of Lieutenant J. J. Cronin for rations and supplies. The sojourn of the regiment in Prathoy and Champlitte was a comparatively tranquil one for the supply end of the game in the face of what was to come later when the regiment actually "mixed it up." It has been said from various disinterested sources that the Sixth Engineer

## 210 HISTORY OF THE SIXTH U. S. ENGINEERS

Regiment came to Europe as one of the best equipped regiments to cross the seas. We were so thoroughly equipped in fact that after a short time in Prathoy the Chief Quartermaster of the A. E. F. heartlessly ordered that a large part of the clothing and equipment in our possession be turned in for the use of other organizations. How many members of the regiment who then thought it a considerable hardship to be reduced to but four pairs of socks would believe at the time that there would come a day on the Marne or in the Argonne when one could not pay that same member to harbor even an extra O. D. shirt?

On February 10th the Supply Office personnel went with Headquarters, B and D companies to the British front, with the exception of Lieutenant Murphy, who had in the meantime joined the regiment at Prathoy. While the above mentioned companies and detachment were at Doingt with the British, Lieutenant Murphy acted as Camp Supply Officer at Bazoilles-sur-Meuse. This was a vast labor camp, consisting of engineer and various labor companies composed of Portuguese, Negroes, etc. Lieutenant Murphy had brought all the wagon transportation (escort, tool, map reproduction and automobiles) from La Pallice to Prathoy. Most of the horses and mules for the regiment were obtained by him on March 17, 1918, and the remainder shortly before their departure on April 25th for the British front to join the companies already there.

Headquarters, B and D companies were stationed in the vicinity of Peronne, and the Supply Office established itself in a British "Armstrong Hut" in the little town of Doingt. Thereupon the vexing prob-

## HISTORY OF THE SIXTH U. S. ENGINEERS 211

lems of feeding and clothing troops in the field began to present themselves. There were repeated efforts to obtain jerkins, rubber boots and other articles of overseas equipment, but we were quite an isolated party and deliveries were slow. Private, First Class, John Barr, of the Ordnance Detachment, handled the issue of British rations all the time the regiment was attached to the British army.

In the course of the British retirement in March, 1918, the problem of feeding the two companies and Headquarters Detachment was a difficult one, but the efforts of the Supply Officer were always met with hearty coöperation on the part of the British officers in authority in obtaining subsistence and the transportation, where required, to move it. The whole Supply Office personnel joined Headquarters Detachment at the time this organization served in the front line.

After a short stay at Camon, near Amiens, the Supply Office was established at Gorenflos, France, and obtained British underwear, shoes, leggins, stockings and breeches. While at this place the regiment was equipped with overseas caps, and the service hats were abandoned.

When the regiment joined the Third Division it was a little difficult for the Supply Office to realize that its days of "free-lancing" had come to an end, and that anything obtained in the future would be through the medium of the Division Quartermaster.

Ordnance Sergeant Thomas A. Downey joined the regiment just as it was leaving Gorenflos for the Marne sector and continued in charge of ordnance property under the direction of the Supply Officer

during the remainder of the regiment's stay in Europe.

While in the Marne sector the Office was established at Essizes, Pertibout and l'Herbennerie, respectively. During this very serious and critical period rations for the companies of the regiment, distributed all along the banks of the Marne held by the Third Division, were obtained at Pontoise and later at Courboin. At this time Regimental Supply Sergeant Card was put in charge of drawing rations and continued in this work. The Supply Officer would obtain his rations at the dump and then pull off to one side of the road where all of the companies gathered with their wagon transportation and drew their share. At Courboin, however, it was necessary to draw and issue the rations at night, as the wily Boche was ever on the watch for any moving objects on the roads in the daytime, and the slowly-moving escort wagon made a favorable target.

In the matter of clothing the old extravagant practice of destroying worn-out clothing had been discontinued since our arrival in Europe, and everything of an unserviceable nature had to be "salvaged"—truly a word of various applications, both vague and convenient to the miscreant who needed something more than some one else did. While on the Marne bathing apparatus was obtained and the men given frequent changes of underwear and outer clothing in order that the discarded clothing could be deloused and laundered.

At Montierres-sur-Saux, where the regiment was taken after the battle of the Marne, Captain Whitney received orders to join the Fourth Corps, and



**“KRONPRINZ WILHELM” BRIDGE, URMITZ, GERMANY**  
**EHRENBREITSTEIN FORTRESS ON RHINE**  
**ROAD FROM RHEINBOLEN TO STEEG AND BACHARACH**



**RUINS OF WERNERSECK, NEAR PLAIDT, GERMANY**

**THE LORLEI**

**CHURCH AT BACHARACH ON RHINE, GERMANY**

## HISTORY OF THE SIXTH U. S. ENGINEERS 213

Lieutenant Murphy, who, as Assistant Supply Officer had been handling the regimental transportation up to this time, was appointed Regimental Supply Officer on August 18, 1918. At the same time, Second Lieutenant Charles E. Allen was appointed Assistant Supply Officer.

In the course of the various moves made by the regiment, the most vexing problem of supply was that of subsistence—rations and forage. This was more particularly the case after leaving Boucq, in the St. Mihiel sector, and taking up position in the Argonne. The Esnes-Malancourt road, over which it was necessary to haul rations to reach the companies working on the roads, was constantly jammed with traffic—to such a serious degree, in fact, that it eventually became necessary “to pack” the rations on saddle horses and mules in order to get them up. On this road Captain Murphy established a small office in the dugout occupied by the regimental commander as an advance post of command. Later an “office” was set up under a tarpaulin just south of Montfaucon, not far from the Division ration and clothing dump.

On October 7, 1918, Second Lieutenant Harriman was appointed Assistant Supply Officer, as Lieutenant Allen had been evacuated to hospital.

After coming out on rest an office was established in Nancois-le-Petit, where new raiment of all kinds was obtained for the men. Then came the march into Germany after the signing of the Armistice, involving a change of drawing-points for rations every day. The men's shoes and socks wore out daily, necessitating hurried trips to the rear to locate the

## 214 HISTORY OF THE SIXTH U. S. ENGINEERS

highly elusive clothing dumps and a dash back to the outfit to distribute the sorely-needed articles.

Upon arriving in Ochtendung, Germany, the problems of supply became less difficult. Shortly after the regiment's arrival, the motor transportation gradually swelled and a garage was established in charge of Sergeant James L. Prather. Sergeant Prather was discharged in April, 1919, and was succeeded by Sergeant Milton Klein. The motorcycles, Fords and trucks were pooled under the direction of the Regimental Supply Officer.

Sergeant of Ordnance Paul Rhodes was transferred to the office of the Division Ordnance Officer on the 14th of April, 1919, after continuous service with the Supply Officer since the days at Washington Barracks.

On January 10, 1919, Captain Murphy was instructed by the Regimental Commander to select a suitable site for the erection of stables for the regiment. This was done, and eight stables, one for each company and two for Headquarters Detachment, were erected under his supervision.

## CONCLUSION

WITH every indication that in the days to come many of us will have left the wonderful old organization—old in deeds even though a youth in years—we trust that this book will be a means to keep our regiment together at least in spirit. We may never be able again to get together as an organization, we may be scattered to the four winds before even another year has passed, but it will always be the sincere hope of each one who has contributed his mite in the compilation of this volume that in time to come this little work will bridge the years that have elapsed and take us back to our “rookie” days.

For most of us the two years we sojourned together are years that will never be forgotten. Side by side we worked, fought, slept and ate until we saw grow up an esprit de corps and a comradeship that we know cannot be equaled. And in the years to come let us cherish the memory of those days and associations of the Sixth; let the fact that we were once thirty-third degree members of it carry us to the apex of everything we strive for. Let “essayons” be a worthy motto to carry with us long, long after we doff the O. D. and join the other army of workers.

## 216 HISTORY OF THE SIXTH U. S. ENGINEERS

### DIVISIONAL CITATIONS RECOMMENDED, JULY 19, 1919

PVT. GEORGE W. ASHLEY, 1847862.  
SGT. WALTER D. BROWN, 158596.  
SGT., 1 CL., JOHN G. BOYLE, 158247.  
CORP. CLARENCE BOHDE, 158045.  
PVT., 1 CL., GORDON BLAKENEY, 158091.  
PVT., 1 CL., WILLIAM A. BAILEY, 158853.  
MR. ENGR., JR. GR., LOUIS BRETZ, 157681.  
WAG. FRANK BOWER, 157897.  
SGT., 1 CL., HAROLD E. BUMGARDNER, 157705.  
1ST SGT. HARRY J. BURNS, 251814.  
CORP. HOWARD P. CLAYPOOLE, 158119.  
CORP. ELBRIDGE A. CHAMBERLAIN, 158061.  
PVT. JOHN J. COLLINS, 158120.  
PVT., 1 CL., EDMOND J. CROTTY, 158124.  
SGT. LEROY J. DALTON, 158603.  
PVT., 1 CL., BIRGE S. DAYTON, 158416.  
1ST LT. ERNEST C. DEDICKE.  
WAG. CARL G. DUNCAN, 158053.  
PVT., 1 CL., ARMISTEAD FITZHUGH, 158337.  
PVT., 1 CL., HAROLD B. GOLDING, 158299.  
SGT., 1 CL., JOHN K. HAMMER, 157788.  
PVT., 1 CL., FRANCIS S. HANLON, 14349.  
CORP. NEIL E. HILLABRANT, 157852.  
SGT. FRED E. KIRST, 158031.  
CORP. LEVI L. KELLOG, 2257397.  
SGT. PHILLIP F. LUND, 157809.  
PVT., 1 CL., KENNETH R. LEWIS, 158464.  
SGT., 1 CL., WILBUR LOCKWOOD, 158202.  
PVT. WILLIAM A. R. MONTEITH, 157971.  
2ND LT. ALFRED S. MILLIKEN.  
WAG. LOUIS MAGNUSON, 159227.  
2ND LT. PAUL J. MERRILL.  
PVT. JADIE H. C. B. MARTIN, 2312193.  
SGT., 1 CL., WILLIAM E. NANCE, 158545.  
SGT., 1 CL., WILLIAM H. PORTER, 158203.  
CORP. PETE PAPPATHANOS, 1985249.  
CORP. RUFUS W. RIDGDILL, 158756.  
PVT., 1 CL., JOSEPH H. SAMPSON, 158760.  
SGT. WALTER T. SPENCER, 2337587.  
COLOR SGT. RUSSELL SISEMORE, 157703.  
PVT. WILLIAM SHERMAN SMITH, 2291179.

## HISTORY OF THE SIXTH U. S. ENGINEERS 217

PVT. THOMAS A. SMITH, 2292043.  
1ST SGT. SAMUEL P. SHARP, 158269.  
SGT., 1 CL., WALTER S. STEVENSON, 159267.  
CORP. PETER SCHIVAL, 158226.  
MR. ENGR., JR. GR., WILLIAM STRATTON, 157689.  
PVT., 1 CL., HUBERT D. SMITH, 158586.  
PVT., 1 CL., CHARLES TIBBS, 158239.  
SGT., 1 CL., FRANK C. WHYTE, 158297.  
1ST LT. FRANCIS WINSLOW.  
SGT. STANLEY E. YOUNG, 158264.

## SIXTH U. S. ENGINEERS

### RECOMMENDED FOR DIVISIONAL CITATIONS

Private George W. Ashley, 1847862, Company B, Sixth U. S. Engineers. Next of kin: Mother, Mrs. Annie Ashley, R. F. D., Princess Anne, Va.

While assisting in the construction of a trestle bridge over the Andre river at Courville, France, with no regard for his personal safety, continued to work while exposed to severe enemy shell fire. After being wounded, together with numerous comrades, he assisted in carrying the more severely wounded to a place of safety until faint from exhaustion.

Sergeant Walter D. Brown, 158596, Company D, Sixth U. S. Engineers. Next of kin: Mother, Mrs. Ida V. Brown, R. F. D. No. 4, Waynesville, N. C.

At Warfusée-Abancourt, Somme, France, on March 30, 1918, Sergeant Brown, then Private, 1st class, Brown, volunteered to carry ammunition to, and go to the assistance of, members of his company, on the opposite side of a road, enfiladed by enemy machine guns. One of his comrades was immediately killed as he jumped from the trench on to the road. With no sign of hesitation, and without regard for his personal safety, Sergeant Brown leaped out and followed.

Sergeant, 1st class, John G. Boyle, 158247, Company B, Sixth U. S. Engineers. Next of kin: Mr. Charles Boyle, U. S. Army.

While his company was attempting to construct a bridge across the Marne River at Mezy, France, July 21, 1918, under severe enemy machine-gun fire, was ordered to take his platoon across the river and clear out the machine-gun nests. Due to his fear-

## 218 HISTORY OF THE SIXTH U. S. ENGINEERS

less and brilliant leadership this task was successfully performed, thus making possible the completion of the bridge, an important artery of the advance.

**Corporal Clarence Bohde, 158045, Company B, Sixth U. S. Engineers.** Next of kin: Father, Mr. John H. Bohde, 1136 Chute Street, Fort Wayne, Ind.

While assisting in the construction of a trestle bridge across the Andre River at Courville, France, on August 8, 1918, with no regard for his personal safety, Corporal Bohde continued to work while exposed to severe enemy shell-fire. After being wounded, together with numerous other comrades, he assisted in carrying the more severely wounded to a place of safety until exhausted.

**Private, 1st class, Gordon Blakeney, 158091, Company B, Sixth U. S. Engineers.** Next of kin: Friend, Mr. Charles L. Ottignon, 44 Grove Street, Ridgefield Park, New Jersey.

While his platoon was constructing a bridge over the Marne River at Mezy, France, July 21, 1918, without regard for his personal safety Private, 1st class, Blakeney continued to work while being subjected to severe enemy machine-gun and artillery fire. His fearless and skillful assistance made possible the completion of the bridge, an important artery of the advance.

**Private, 1st class, William A. Bailey, 158853, Company E, Sixth U. S. Engineers.** Next of kin: Mother, Mrs. Laura Bailey, Coxsackie, N. Y.

Private, 1st Class, Bailey, on the night of July 14-15, 1918, in the Bois de Aigremont, France, voluntarily carried a wounded comrade to a dressing station through heavy shell fire. The wounded man was in need of immediate medical attendance, and it was only by the forethought and quick action of Private Bailey that medical attendance was given in time.

**Master Engineer Louis Bretz, 157681, Headquarters Detachment, Sixth U. S. Engineers.** Next of kin: Father, Anton Bretz, 1437 Burns Avenue, Detroit, Mich.

Master Engineer Bretz, then Regimental Sergeant Major, showed bravery and self-sacrifice in taking his place in the trenches and remaining there until his organization was relieved, at Warfusée-Abancourt, Somme, France, on April 3, 1918. He did this, though his official duties did not require him to remain at any time in an exposed position and although he had been informed that his post was in the rear, even though duty did not happen to require him at this post.

## HISTORY OF THE SIXTH U. S. ENGINEERS 219

**Wagoner Frank Bower, 157897 (deceased), Company A, Sixth U. S. Engineers.** Next of kin: Mother, Mrs. Emma L. Bower, R. F. D. No. 2, Williamsport, Penn.

On the morning of July 15, 1918, at the Bois de la Jute, France, during the heavy shell-fire of the German offensive, when the condition of two wounded officers rendered it imperative that they be evacuated at once, Wagoner Bower and Private Monteith, in spite of the continued and severe shell-fire, volunteered to carry out these officers. While making the attempt Private Monteith was killed. Wagoner Bower was wounded and later died from the effects of the wound received. The more than ordinary bravery and disregard of personal safety and extreme devotion shown by these men to their officers warrants more than usual recognition.

**Sergeant, 1st class, Harold E. Bumgardner, 157705, Headquarters Detachment, Sixth U. S. Engineers.** Next of kin: Mother, Mrs. Lydia Bumgardner, 434 Langdon Street, Toledo, Ohio.

**Sergeant, 1st class, Bumgardner, then Regiment Supply Sergeant at Warfussee-Abancourt, Somme, France, on March 30, 1918,** showed great courage in voluntarily placing himself in the front line trenches and in removing wounded during the heavy bombardment while he himself was suffering severely as the result of shell shock.

**First Sergeant Harry J. Burns, 251814, Sixth Divisional Engineer Train.** Next of kin: Father, Mr. John Zuroda, 36 Liberty Street, Beacon, New York.

First Sergeant Burns, the Supply Sergeant of the Sixth Engineer Train, showed great bravery and performed meritorious service in the execution of an act beyond his duty. This took place on January 23, 1918, during a storm at sea en route to France on the S. S. *Eagle*. During the heavy storm some of the hatch covers dislodged and there was great danger of the ship being foundered as the waves were pouring overboard and into the holds. Sergeant Burns voluntarily risked his life and made the necessary repairs alone, thus saving the lives of his comrades and much property.

**Corporal Howard P. Claypoole, 158119, Company B, Sixth U. S. Engineers.** Next of kin: Father, Mr. W. S. Claypoole, Spring Road, Vineland, New Jersey.

While his company was attempting to construct a bridge across the River Marne at Mezy, France, July 21, 1918, under the severe enemy machine gun fire, Corporal Claypoole's platoon was ordered to cross the river to clear out enemy machine gun nests on

## 220 HISTORY OF THE SIXTH U. S. ENGINEERS

the opposite bank. He made several trips under severe machine gun fire; rowing the men back and forth, displaying utter disregard of personal safety and extraordinary courage and coolness.

**Corporal Elbridge A. Chamberlain, 158061, Company B, Sixth U. S. Engineers.** Next of kin: Friend, Mr. Arthur Deny, 330 Sixth Street, Goshen, Indiana.

While assisting in the construction of a trestle bridge over the Andre River, at Courville, France, with no regard for his personal safety, continued to work while exposed to severe enemy fire. In spite of wounds received while in this work, Corporal Chamberlain continued until its completion. This happened August 8, 1918.

**Private John J. Collins, 158120, Company B, Sixth U. S. Engineers.** Next of kin: Brother, Mr. Thomas A. Collins, 323 Olivia Street, Derby, Connecticut.

While assisting in the construction of a trestle bridge across the Andre River at Courville, France, on August 8, 1918, with no regard for his personal safety, Private Collins continued to work in an exposed position in spite of severe enemy shell fire until killed, shortly before the completion of the bridge. This bridge furnished the main artery for the French advance from Arcis-le-Ponsart north to Fismes.

**Private, 1st class, Edmond J. Crotty, 158124, Company B, Sixth U. S. Engineers.** Next of kin: Father, Mr. Timothy Crotty, 614 Pennsylvania Avenue, Elmira, New York.

While assisting in the construction of a trestle bridge across the Andre River at Courville, France, on August 8, 1918, with no regard for his personal safety continued to work while exposed to severe enemy shell fire until killed, shortly before the completion of the bridge. This bridge furnished the main artery for the French advance from Arcis-le-Ponsart north to Fismes.

**Sergeant Leroy J. Dalton, 158603, Company B, Sixth U. S. Engineers.** Next of kin: Mother, Mrs. Mary Dalton, Paoli, Pennsylvania.

During the operation of August 8, 1918, near Courville, France, Sergeant Dalton gave proof of great courage by brilliantly leading his detachment across exposed positions under heavy shell fire to obtain material for a bridge across the Andre River. With utter disregard for personal safety, he continued on this work until killed.

## HISTORY OF THE SIXTH U. S. ENGINEERS 221

Private, 1st class, Birge S. Dayton, 158416, Company C, Sixth U. S. Engineers. Next of kin: Mother, Mrs. Helen B. Dayton, 16 Berkshire Street, Worcester, Massachusetts.

During the Meuse Argonne offensive, from October 15th to October 27, 1918, at the Bois de Clair Chenes, Private, 1st class, Dayton rendered faithful and efficient service as runner to the front line, continuing this work ten days after his company had been relieved from the line as Infantry. He constantly exposed himself and was undeterred by heavy shelling and the machine gun fire from enemy snipers.

First Lieutenant Ernest C. Dedicke (deceased), Sixth U. S. Engineers. Next of kin: Friend, Miss Dorothy Molineaux, 120 Hallock Avenue, Brooklyn, New York.

On the morning of July 15th, at Fontaine-aux-Charmes, near Château-Thierry, Lieutenant Dedicke, after leading his company through the intense bombardment to support trenches to resist attack, was severely wounded in the leg. He, nevertheless, directed the disposition of his men. His coolness, bravery and self-sacrifice had a wonderful effect upon the men in his charge. Suffering from the loss of blood, finally unable to continue, he was evacuated and died. During the preceding month, night and day, he exposed himself fearlessly and was untiring in his work of organizing and wiring the front line fortifications of the sub-sector on the Marne.

Wagoner Carl G. Duncan, 158053, Company B, Sixth U. S. Engineers. Next of kin: Father, Mr. G. A. Duncan, Darlington, Pennsylvania.

Wagoner Duncan, after having returned from a patrol, the leader of which was wounded and left behind, showed great bravery in attempting to rescue the wounded man, under enemy fire. He was himself wounded while his patrol leader was killed, but was able to return to his own lines. This happened at Warfusée-Abancourt, Somme, France, March 28, 1918.

Private, 1st Class, Armistead Fitzhugh, 158337, Company C, Sixth U. S. Engineers. Next of kin: Mother, Mrs. A. A. Fitzhugh, 734 Ellsworth Avenue, Richmond Hill, New York.

During the Meuse-Argonne offensive, from October 15 to October 27, 1918, at the Bois de Clair Chenes, Private, 1st Class, Fitzhugh rendered faithful and efficient service as runner to the front line, continuing this work ten days after his company had been relieved from the front line as Infantry. He constantly exposed himself and was undeterred by heavy shelling and the machine gun fire from enemy snipers.

## 222 HISTORY OF THE SIXTH U. S. ENGINEERS

**Private, 1st Class, Harold B. Golding, 158299, Company C, Sixth U. S. Engineers.** Next of kin: Mother, Mrs. George E. Golding, 83 Standard Street, Mattapan, Massachusetts.

During the Meuse-Argonne offensive, from October 15 to October 27, 1918, at the Bois de Clair Chenes, Private, 1st Class, Golding rendered faithful and efficient service as runner to the front line, continuing this work ten days after his company had been relieved from the front line as Infantry. He constantly exposed himself and was undeterred by heavy shelling and the machine gun fire from enemy snipers.

**Sergeant, 1st Class, John K. Hammer, 157788, Company A, Sixth U. S. Engineers.** Next of kin: Mother, Mrs. Mary Hammer, 317 "O" Street, N. W., Washington, D. C.

Sergeant, 1st Class, Hammer showed great courage and resourcefulness in evacuating the wounded during hostile artillery fire July 15, 1918, in the Bois de Aigremont, France. When the driver of a Ford ambulance at the dressing station of his organization became a casualty, he assumed control of the ambulance and continued the work of evacuation under heavy shell fire until relieved.

**Private, 1st Class, Francis S. Hanlon, 14349, Medical Detachment, Sixth U. S. Engineers.** Next of kin: Father, Mr. Joseph C. Hanlon, 37 St. Alphonsus Street, Boston, Massachusetts.

At the Bois de la Jute, Marne, France, July 14, 1918, during the intense enemy bombardment of the woods in which the company to which he was attached was located, this soldier dressed and aided the wounded without regard to his own personal safety until he was killed by shrapnel.

**Corporal Neil E. Hillabrant, 157852, Company A, Sixth U. S. Engineers.** Next of kin: Brother-in-law, Mr. Karl Hight, Assumption, Illinois.

At the Bois de la Jute, France, July 16, 1918, Corporal Hillabrant was detailed on guard in charge of company property. In spite of heavy enemy shell fire, he remained at his post in camp and exposed himself to fulfill his duties. He was killed while on post.

**Sergeant Fred E. Kirst, 158031, Company B, Sixth U. S. Engineers.** Next of kin: Father, Mr. R. E. Kirst, 141 New Britain Avenue, Hartford, Connecticut.

On August 8, 1918, while engaged in the construction of a bridge over the Andre River at Courville, France, Sergeant Kirst

## HISTORY OF THE SIXTH U. S. ENGINEERS 223

gave the best example of calmness and courage under severe shell fire. Although wounded, he refused to be evacuated and remained in command of his detachment, contributing largely to the success of the operation.

**Corporal Levi L. Kellogg, 2257397 (deceased), Company C, Sixth U. S. Engineers.** Next of kin: Sister, Mrs. Sarah E. Day, Klein, Montana.

Near Villette, France, on August 6, 1918, Corporal Kellogg was a member of a detail which erected, in daylight under enemy machine gun fire, a foot-bridge across the Vesle River. When on August 10th the enemy destroyed the bridge, Corporal Kellogg volunteered to assist to repair it, absolutely disregarding the danger, which he fully realized. He continued to work in this most exposed position until killed by enemy machine gun fire. His exceptional bravery and self-sacrifice was the example which caused his comrades to carry on and successfully accomplish this mission.

**Sergeant Philip F. Lund, 157809, Company A, Sixth U. S. Engineers.** Next of kin: Father, Mr. Frank A. Lund, Deep River, Connecticut.

At Bois de Clair Chenes, France, October 20-27, 1918, Sergeant Philip L. Lund ably reorganized and commanded his platoon after the platoon commander was killed. Led the unit in direct and successful combat against the enemy positions, capturing enemy machine gun nests and taking numerous prisoners. Successfully maintained gain against heavy enemy bombardment and strong counter-attack. Displayed great courage in rendering aid to wounded comrades, some of whom he brought in from isolated positions under observation and in face of direct fire. His coolness, ability, and dependable leadership had much to do with keeping up the morale of his men during this trying eight-day period.

**Private, 1st Class, Kenneth R. Lewis, 158464 (deceased), Company C, Sixth U. S. Engineers.** Next of kin: Father, Mr. Edward G. Lewis, 308 Cedar Street, Niles, Michigan.

During the Meuse-Argonne offensive, from October 15 to October 27, 1918, at the Bois de Clair Chenes, France, Private, 1st Class, Lewis rendered faithful and efficient service as runner to the front line, continuing this work ten days after his company had been relieved from the front line as Infantry. He constantly exposed himself and was undeterred by heavy shelling and machine gun fire from enemy snipers.

## 224 HISTORY OF THE SIXTH U. S. ENGINEERS

Sergeant, 1st Class, Wilbur Lockwood, 158202, Company B, Sixth U. S. Engineers. Next of kin: Sister, Mrs. Emma Hoagland, 232 Leland Avenue, Plainfield, New Jersey.

While brigaded with the French Division his company was ordered, on August 8, 1918, to construct a trestle bridge over the Andre River at Courville, France. With courage and skill he directed the work of his platoon, remaining at his post in spite of heavy casualties due to the severe shell fire of the enemy. This bridge furnished the main artery of the French advance from Arcis-le-Ponsart north to Fismes.

Private William A. R. Monteith, 157971 (deceased), Company A, Sixth U. S. Engineers. Next of kin: Mother, Mrs. Effie Monteith, 66 Harvard Street, Alston, Massachusetts.

While serving under the 38th Army Corps (with French Army), on the morning of July 15, 1918, at the Bois de la Jute, France, after a night of heavy shell fire, when the condition of two wounded officers rendered it imperative that they be evacuated at once, Private Monteith and Wagoner Bower, in spite of the continued and severe shell fire, volunteered to carry out these officers. While making the attempt, Private Monteith was killed. Wagoner Bower was wounded and later died from the effects of the wound received. The more than ordinary bravery and disregard of personal safety and extreme devotion shown by these men to their officers warrants more than usual recognition.

Second Lieutenant Alfred S. Milliken (deceased), Sixth U. S. Engineers. Next of kin: Mother, Mrs. Frank Milliken, 39 Sycamore Street, New Bedford, Massachusetts.

At Warfussee-Abancourt, Somme, France, while his company was in action on the front line, was conspicuous for the inspiration given to his men by his cheerfulness while in action in a very exposed position. He met his death on March 30, 1918, while inspiring his men with confidence during the heavy bombardment.

Second Lieutenant Paul J. Merrill, Company B, Sixth U. S. Engineers. Next of kin: Father, Mr. E. M. Merrill, Saranac Lake, New York.

At Mezy, France, July 21, 1918, Lieutenant Merrill, then Sergeant, having been assigned to work on the construction of a combination pontoon and trestle bridge across the Marne River, with no regard for his personal safety kept his men at work the entire night while subjected to severe machine gun and artillery fire. Due to his skillful direction the bridge was completed in the morning, and the artillery allowed to pass over.

## HISTORY OF THE SIXTH U. S. ENGINEERS 225

**Wagoner Louis Magnuson, 159227, Company F, Sixth U. S. Engineers.** Next of kin: Mother, Mrs. Louis Larson, 227 Seventh Street, Muskegon, Michigan.

At Mezy, France, on July 22, 1918, Wagoner Magnuson showed exceptional bravery and devotion to duty in hauling a water cart to the Company under extremely heavy shell fire when this task was considered impossible.

**Private Jadie H. C. B. Martin, 2312193, Company B, Sixth U. S. Engineers (deceased).** Next of kin: Father, Mr. Alex Martin, Shauns, Tennessee.

While assisting in the construction of a trestle bridge across the Andre River at Courville, August 8, 1918, with no regard for his personal safety Private Martin continued to work while exposed to severe enemy shell fire until killed, shortly before the completion of the bridge. This bridge furnished the main artery for the French advance from Arcis-le-Ponsart north to Fismes.

**Sergeant, 1st Class, William E. Nance, 158545, Company D, Sixth U. S. Engineers.** Next of kin: Father, Mr. John T. Nance, 911 Alston Avenue, Durham, North Carolina.

On the night of July 28, 1918, with the enemy in Roncheres, and with great danger to himself and the men under him, he performed his mission of replacing demolished bridge over the Ourcq. This work was carried on for ten hours under a constant barrage of H. E., gas, and machine gun fire, within a few hundred yards of the town, from which they were sniped at after daybreak. By means of this bridge our Artillery assisted in the attack that day.

**Sergeant, 1st Class, William H. Porter, 158203, Company B, Sixth U. S. Engineers.** Next of kin: Friend, Mr. Michael B. Rourke, 116 Adams Street, Lowell, Massachusetts.

While brigaded with the French Division his company was ordered, on August 8, 1918, to construct a trestle bridge over the Andre River at Courville, France. With courage and skill he directed the work of his platoon, remaining at his post in spite of the heavy casualties due to the severe shell fire of the enemy. This bridge furnished the main artery for the French advance from Arcis-le-Ponsart north to Fismes.

**Corporal Pete Pappathanos, 1985249, Company B, Sixth U. S. Engineers.** Next of kin: Cousin, Mr. Sam Michopoulos, 948 Adams Street, Gary, Indiana.

While assisting in the construction of a trestle bridge across the Andre River, on August 8, 1918, at Courville, France, with

## 226 HISTORY OF THE SIXTH U. S. ENGINEERS

no regard for his personal safety Corporal Pappathanos continued to work while exposed to severe enemy shell fire. Due to his courage and extraordinary skill the construction of this bridge was made possible.

**Corporal Rufus W. Ridgdill, 158756, Company D, Sixth U. S. Engineers (deceased).** Next of kin: Brother, Mr. J. J. Ridgdill, Labelle, Florida.

At Warfusee-Abancourt, Somme, France, on March 30, 1918, Corporal Ridgdill, then Private, volunteered to carry ammunition to, and go to the assistance of, members of his company, on the opposite side of a road, enfiladed by enemy machine guns. One of his comrades was immediately killed as he jumped from the trench on to the road. With no sign of hesitation, and without regard for his personal safety, Corporal Ridgdill leaped out and followed.

**Private, 1st Class, Joseph H. Sampson, 158760, Company D, Sixth U. S. Engineers.** Next of kin: Mother, Mrs. Adeline Sampson, 14 Cedar Street, Worcester, Massachusetts.

At Warfusee-Abancourt, Somme, France, on March 30, 1918, Private Sampson volunteered to carry ammunition to, and go to the assistance of, members of his company, on the opposite side of a road, enfiladed with enemy machine guns. One of his comrades was immediately killed when he jumped from the trench on to the road. With no sign of hesitation, and without regard for his personal safety, Private Sampson leaped out and followed.

**Color Sergeant Russel Sisemore, 157703, Sixth U. S. Engineers.** Next of kin: Wife, Mrs. Comsie Sisemore, 306 McLean Avenue, Washington, D. C.

At Warfusee-Abancourt, Somme, France, from March 27 to April 3, 1918, Color Sergeant Sisemore is to be commended for his gallantry in serving ammunition parties and removing men under fire, and for eventually taking his place in the firing line when his duties in the rear did not require his presence otherwise.

**Private William Sherman Smith, 2291179, Medical Detachment, Sixth U. S. Engineers.** Next of kin: Sister, Mrs. Rose Overly, Roann, Indiana.

At Clair Chenes Woods, on the morning of October 20, 1918, Private Smith established a small dressing station, and, under continuous shell fire and machine gun fire, worked all day and far into the night dressing the wounded. Without regard to his personal safety he made repeated trips during the day into the

## HISTORY OF THE SIXTH U. S. ENGINEERS 227

open under machine gun fire and brought in wounded men. He showed exceptional devotion to duty and an absolute disregard for his own personal safety.

**Sergeant Walter T. Spencer, 2337587, Fourth Infantry Machine Gun Company.** Next of kin: Father, Mr. W. H. Spencer, Fort Mitchell, Virginia.

At Clair Chenes Woods, on October 20 and 21, 1918, Sergeant Spencer, while serving with troops of the Sixth U. S. Engineers, served his two machine guns against heavy counter-attacks, and in the latter attacks until one of his guns was hit by a shell and all of both crews, with the exception of one man, killed. During both attacks Sergeant Spencer was under direct observation and under heavy fire from 37's and 77's, but stayed with his guns in an exposed corner of the woods. Sergeant Spencer's devotion to duty, and his exceptional bravery in keeping his guns in action, succeeded in breaking up two counter-attacks, either of which might have resulted in the loss of the woods.

**Private Thomas A. Smith, 2292043, Medical Detachment, Sixth U. S. Engineers.** Next of kin: Brother, Mr. John A. Smith, 7121 Thirty-ninth Avenue, S. W., Seattle, Washington.

On October 14, 1918, at Bois de Bouge, while the regiment was in reserve and under fire by high explosive, this soldier dressed and assisted in the evacuation of the wounded without regard for his personal safety until he was killed by a direct hit.

**First Sergeant Samuel P. Sharp, 158269, Company B, Sixth U. S. Engineers.** Next of kin: Father, Mr. W. N. Sharp, Cleo, Iowa.

While his Company was attempting to construct a bridge across the Marne River at Mezy, France, on July 21, 1918, under severe enemy machine gun fire, Sergeant Sharp was ordered to proceed with the platoon leader across the river, and due to his courageous and skillful handling of a machine gun the enemy machine gun fire was successfully subdued, thus making possible the completion of the bridge, an important artery of the advance.

**Sergeant, 1st Class, Walter S. Stevenson, 159267, Company B, Sixth U. S. Engineers.** Next of kin: Brother, Mr. James Stevenson, 646 Eighteenth Street, Detroit, Michigan.

While assisting in the construction of a trestle bridge across the Andre River at Courville, France, on August 8, 1918, with no regard for his personal safety he continued to work while exposed to severe enemy shell fire. Due to his courage and extraordinary skill the completion of this bridge was made possible.

## 228 HISTORY OF THE SIXTH U. S. ENGINEERS

**Corporal Peter Schival, 158226, Company B, Sixth U. S. Engineers.**

Next of kin: Brother-in-law, Mr. Frank Schang, Chalfont, Pennsylvania.

While serving under the Third Army Corps (Sixth French Army), on August 8, 1918, he assisted in the construction of a bridge across the Andre River at Courville, France. Without regard for his personal safety Corporal Schival continued to work while exposed to heavy shell fire; after being wounded refused to be evacuated, and remained at his post, assisting the more seriously wounded to a place of safety.

**Master Engineer, Junior Grade, William Stratton, 157689, Sixth U. S. Engineers.** Next of kin: Wife, Mrs. Katherine Stratton, 1350 Four and One-half Street, Washington, D. C.

While brigaded with the French Division his Company was ordered, on August 8, 1918, to construct a trestle bridge over the Andre River at Courville. With courage and skill he directed the work of his platoon, remaining at his post in spite of the heavy casualties due to the severe shell fire of the enemy. This bridge furnished the main artery for the French advance from Arcis-le-Ponsart north to Fismes. In spite of wounds received while engaged in this work, Master Engineer Stratton continued until its completion.

**Private, 1st Class, Hubert D. Smith, 158586, Company D, Sixth U. S. Engineers.** Next of kin: Father, Mr. Lea A. Smith, R. F. D. No. 5, Athens, Alabama.

At Warfussee-Abancourt, Somme, France, on March 30, 1918, Private, 1st Class, Smith, then Wagoner, volunteered to carry ammunition to, and go to the assistance of, members of his company on the opposite side of the road, enfiladed by enemy machine guns. One of his comrades was immediately killed as he jumped from the trench on to the road. With no sign of hesitation, and without regard for his personal safety, Private, 1st Class, Smith leaped out and followed.

**Private, 1st Class, Charles Tibbs, 158239, Company B, Sixth U. S. Engineers.** Next of kin: Mother, Mrs. Grace A. Tibbs, 539 Heck Court, Benton Harbor, Michigan.

While assisting in the construction of a trestle bridge across the Andre River at Courville, France, on August 8, 1918, without regard for his personal safety Private Tibbs continued to work while exposed to severe enemy shell fire. After being wounded, together with numerous comrades, he assisted in carrying the more severely wounded to a place of safety until faint from exhaustion.

## HISTORY OF THE SIXTH U. S. ENGINEERS 229

Sergeant, 1st Class, Frank C. Whyte, 158297, Company C, Sixth U. S. Engineers. Next of kin: Sister, Mrs. Oren S. Yoder, Van Alstyne, Texas.

Sergeant, 1st Class, Whyte was in charge of a small wiring party near Moulins, France, on the morning of July 15, 1918, when a heavy artillery fire opened and work could no longer be continued on the wiring. He collected his party and several stragglers from the Infantry and reported to the nearest Infantry Battalion commander. With his small party he was posted on the flank of the Infantry Battalion. Here, with calmness, decision and courage, he successfully resisted the attack of superior hostile forces until his small detachment was relieved by two Infantry Companies. While withdrawing his detachment he encountered a German patrol of eight men. His conspicuous bravery in leading the attack on this patrol resulted in killing five and capturing three of the enemy without a casualty in his own detachment.

First Lieutenant Francis Winslow, Sixth U. S. Engineers. Next of kin: Mother, Mrs. Harriette Winslow, 1711 Eighteenth Street, Washington, D. C.

During the period from June 12th to 15th, 1918, Lieutenant Winslow was in charge of the fortification of the support lines between Fossoy and Crezancy. The trench systems which he completed during this period were directly responsible for saving a large number of lives during the enemy artillery preparation July 15, 1918. Throughout the night of July 14-15, 1918, Lieutenant Winslow displayed an absolute disregard for his personal safety and constantly exposed himself during the intense barrage. After the placing of the men of his company in the cover trenches, he searched throughout the camp for wounded. When the wounded had been cared for he placed gas masks on all animals which had not already been killed. Later he displayed great coolness and skill in leading the company to the trenches under heavy shell fire. His example of bravery was an inspiration to all officers and men of his company.

Sergeant Stanley E. Young, 158264, Company B, Sixth U. S. Engineers. Next of kin: Father, Mr. William C. Young, 214 North Fifteenth Street, Cedar Rapids, Iowa.

With his section he assisted, on August 8, 1918, in the construction of a trestle bridge over the Andre River at Courville, France. Due to his courage and extraordinary skill the completion of this bridge was made possible, thus furnishing the main artery of the French advance from Arcis-le-Ponsart north to Fismes.

## 280 HISTORY OF THE SIXTH U. S. ENGINEERS

### LIST OF NAMES SUBMITTED FOR DIVISIONAL CITATIONS (May 20, 1919)

Major Adams	Pvt., 1 cl., Katz
Capt. Allen	Pvt., 1 cl., Kwiatkowski
Sgt. Axtell	Capt. Lyons
Corp. Babbitt	Corp. Loughlin
Cook Bauer	Capt. Lyons
Pvt., 1 cl., Biglow	Pvt. Muller
Wag. Blake	Pvt. Maguire
Sgt. Bossi	Pvt. Miller
Sgt. Broderick	Pvt., 1 cl., Morrow
Sgt. Brown	Lt. Marble
Mr. Engr. Brunner	Wag. Miller
Lt. Chantos	Sgt., 1 cl., McCue
Sgt. Cutcher	Wag. Magnuson
Corp. Cleary	Capt. McCaro
Capt. Crane	Sgt. Moore
Lt. Cronin	Sgt. McMillan
Lt. Chantos	Corp. McElery
Pvt. Conrad	Corp. McInery
Pvt. Cantori	Sgt. Nies
Wag. Denney	Wag. Olson
Capt. Davis	Lt. Owen
Lt. DuBois	1st Sgt. O'Dea
Corp. Davidson	Sgt. Prince
Col. Daley	Sgt. Patterson
Corp. Eberle	Sgt. Pursey
Sgt., 1 cl., Gardner	Wag. Paul
Sgt., 1 cl., Glickman	Corp. Rockmill
Sgt. Grant	Pvt. Rod
Pvt. Gaylord	Sgt., 1 cl., Smith
Wag. Henshaw	Sgt. S. Sullivan
Pvt., 1 cl., Horwath	Pvt., 1 cl., Shrayshun
Mr. Engr. Hald	Corp. Shepard
Sgt. Hart	Corp. Sanger
Sgt. Heath	Corp. A. Sullivan
Corp. Haucke	Chaplain Sherman
Capt. Hill	Pvt. Skelton
Mech. Hopkins	Pvt. Seaver
Pvt., 1 cl., Hartlerode	Wag. Tucker
Pvt. Hottinger	Lt. Topmoeller
Lt. Iry	Lt. Teachout
Wag. Jordan	Pvt. Taghon

## HISTORY OF THE SIXTH U. S. ENGINEERS 231

Wag. Vassar	Lt. Woodburn
Wag. Walk	Lt. Widger
Sgt., 1 cl., Woodward	Wag. Warye
Sgt. Widdall	Capt. Whitten
1st Sgt. Weidner	Mr. Engr. Young

### MAJOR THOMAS B. LARKIN, Sixth U. S. Engineers.

Major Larkin did, on July 16, 1918, make reconnaissance on the bank of the Marne in face of the enemy for location of pontoon bridge. He was constantly exposed from machine gun and shell fire. His conduct had wonderful bearing on the morale of the men. On July 19th whilst on road reconnaissance, Major Larkin entered Jaulgonne several hours before the town was occupied by our infantry. Part of the town was being held by the Germans. Upon his return from this mission he gave valuable information to our own infantry.

### CAPTAIN R. R. ALLEN, Medical Corps, Field Hospital No. 7.

At Mezy, France, on the night of July 21-22, 1918, Captain R. R. Allen, then attached to the Sixth Engineers, showed exceptional bravery and devotion to duty and efficiency in treating wounded at Mezy while his dressing station was being blown down around him by artillery fire.

### CAPTAIN ALBERT E. CRANE, Headquarters, Sixth U. S. Engineers.

At Bois-de-la-Jute, France, on July 15, 1918, Captain Crane, then First Lieutenant, during a severe enemy barrage displayed great courage and disregard for personal danger by constantly exposing himself searching and caring for wounded. While acting as stretcher bearer Lieutenant Crane was wounded, but refused medical attention until all his men had been cared for. Although wounded in the arm and leg, he refused to relinquish command of his company until ordered to the hospital by the senior officer present, First Lieutenant F. A. McCaro. His bravery and devotion to duty were an inspiration to the officers and men of his command.

### FIRST LIEUTENANT JOHN J. CRONIN, Sixth U. S. Engineers.

On July 21, 1918, had direct charge of the construction of a combination pontoon and trestle bridge over the Marne River at Mezy and on August 8, 1918, while his company was brigaded with the French Division, the construction of a trestle bridge over the Andre River at Courville. Due to his brave and skillful leadership both bridges were completed in spite of the severe

## 232 HISTORY OF THE SIXTH U. S. ENGINEERS

machine gun and artillery fire of the enemy. The bridge over the Marne River furnished an important artery of the American advance. The bridge over the Andre River furnished the main artery of the French advance from Arcis-le-Ponsart north to Fismes.

### FIRST LIEUTENANT G. B. DUBOIS, Sixth Engineer Train.

On the 21st of July, 1918, Lieutenant DuBois, in command of the Sixth Engineer Train, delivered a foot-bridge, which he had designed, to the town of Mezy in spite of all obstacles. Enemy artillery was delivering the seemingly impossible barrage on the road, but Lieutenant DuBois led his train through it, filling shell holes and removing obstructions. At Crezancy, when it seemed impossible to proceed, he refused to turn back, but held the train in that place and directed the work of repairing the road until it was possible to move forward. His courage and ability made it possible to concentrate the trucks in the town of Mezy under an extremely heavy bombardment, and delivered the bridge material by truck to the bank of the Marne, which was at that time under enemy rifle, machine gun and artillery fire. It is believed that Lieutenant DuBois' work in this operation shows remarkable courage and devotion to duty, and materially advanced the time of the crossing of our Infantry.

The following cases of meritorious conduct have been brought to the attention of the Commanding General, Third Division:

**CAPTAIN FREDERICK A. MCCARO, Sixth U. S. Engineers.**  
In the Bois de Aigremont, near Fossoy, Aisne, France. Date July 15, 1918. For directing the care of wounded while First Lieutenant in command of Company E, his bravery and coolness during the enemy bombardment, directing his company, and the care of wounded of all units in the vicinity.

**CAPTAIN F. RUSSELL LYONS, Sixth U. S. Engineers.**  
Near Fossoy, Aisne, France, July 15, 1918. While Second Lieutenant with Company E he showed coolness and bravery and a disregard for his own safety in assisting in the care of the wounded in the Bois de Aigremont during heavy artillery bombardment.

**CHAPLAIN WILLIAM PATRICK SHERMAN, Sixth U. S. Engineers.**

During the time from October 14 to October 26, 1918, Chaplain Sherman remained in the Bois-de-Fays with his regiment under

## HISTORY OF THE SIXTH U. S. ENGINEERS 233

constant and heavy shell fire. He was constantly engaged during this time administering to the wounded and burying the dead. On October 23rd he proceeded to the Claire Chenes Woods, where three (3) companies of the regiment held the front line position, and at this time supervised the burial of two officers and several enlisted men who had been killed in the action on October 20, 1918. Chaplain Sherman spent practically his whole time with the enlisted men of the regiment and never hesitated to put himself in danger whenever a man was wounded or whenever he could be of assistance or comfort.

He set a splendid example to both officers and men.

### FIRST LIEUTENANT EDWARD H. PERRY (deceased), Sixth U. S. Engineers.

At Warfusée-Abancourt, Somme, on March 30, 1918, Lieutenant Perry was conspicuous for his gallantry and the inspiration given to the men of his platoon by his conduct in action. At the time of his death, on March 30th, Lieutenant Perry was engaged in the reconsolidation of a section of front line trench and in the preparation of the bodies of men of his platoon who had been killed by shell fire for burial.

### FIRST LIEUTENANT WILLIAM J. TOPMOELLER, Medical Detachment, Sixth U. S. Engineers.

Lieutenant Topmoeller was in charge of the advanced dressing station of the Sixth Engineers, located in the Bois-de-la-Jute, about one and one-half miles south of Crezancy, France, when the German attack was launched at midnight, July 14-15, 1918. Lieutenant Topmoeller showed great devotion to duty and utter disregard of personal safety by remaining at his post in a heavily shelled position, attending all wounded brought to him for a period of over six hours, although conditions were such that he could have properly withdrawn his dressing station to a less exposed position. With unselfish regard for the known results of his act, but in order that he might perform his duties more efficiently, he removed his gas mask and remained at his post of duty until so overcome that his removal to a hospital was necessary.

### SECOND LIEUTENANT ANDREW CHANTOS, JR., Sixth U. S. Engineers.

In the Bois de Aigremont, near Fossey, Aisne, France, July 15, 1918. While Sergeant in Company E his coolness and energy under exceptionally heavy bombardment served as an example to his men which was invaluable.

## 284 HISTORY OF THE SIXTH U. S. ENGINEERS

### SECOND LIEUTENANT DEWEY A. TEACHOUT, Sixth U. S. Engineers.

During his service with his company in the Aisne-Marne offensive, St. Mihiel and Meuse-Argonne, he had at all times conducted himself with bravery. In the Bois de Foret and Claire Chenes Woods, on the nights of October 20th and 21st, he led his men with untiring energy through shell fire on their duty as wiring parties. In reconnaissance of front line positions on October 22 and 23, 1918, at Brieulles and other points along the divisional sector, he displayed great coolness under fire and self-sacrifice in the performance of his duties.

### SECOND LIEUTENANT WILEY H. MARBLE, Sixth U. S. Engineers.

During his service with his Company in the Aisne-Marne offensive, St. Mihiel and the Meuse-Argonne, he had at all times conducted himself with bravery. In the Bois de Foret and Claire Chenes Woods, on the nights of October 20th and 21st, he led his men with untiring energy through shell fire on their duty as wiring parties. On reconnaissance of front line positions on October 22 and 23, 1918, at Brieulles and other points along the divisional sector, he displayed great coolness under fire and self-sacrifice in the performance of his duties.

### MASTER ENGINEER NICHOLAS HALD (158542), Sixth U. S. Engineers.

On the night of July 14-15, 1918, at Fontaine-aux-Charmes, near Château-Thierry, France, as First Sergeant of his Company, he displayed great bravery and disregard for his own safety. During the intense bombardment to which the camp of the company was subjected a shell struck the company office where he slept with three companions, severely wounding them and Sergeant Hald was seriously shocked. He helped to remove his comrades to a place of greater safety and dressed their wounds. All that night he exposed himself while caring for and looking after others who were wounded or in danger. He went among the animals fastened to the picket lines, untied many and killed others which had been wounded. Throughout the period of his service with his company, under shell fire many times between March and November, 1918, on the Somme, the Marne, St. Mihiel and the Argonne, his behavior was an inspiration to the men under him, and his control over them was at all times well-nigh perfect.

## HISTORY OF THE SIXTH U. S. ENGINEERS 285

### MASTER ENGINEER VIRGIL C. YOUNG (157668), Sixth U. S. Engineers.

In the Bois de Aigremont, near Fossoy, Aisne, France, July 15, 1918. While attached to Company E during the heavy bombardment he constantly exposed himself in endeavoring to save company wagons. His coolness during the bombardment and his care of the wounded served as an example to the men around him.

### FIRST LIEUTENANT C. N. IRY, Sixth U. S. Engineers.

On July 21, 1918, at Mezy, while the north side of the Marne was held by hostile snipers and machine gunners, and the German artillery, both heavy and light, was laying down a barrage, Lieutenant Iry was detailed as platoon leader to receive and to construct a floating foot-bridge. At 2 P. M. the first attempt was made, but the hostile fire at short range was so great that the construction was delayed until dark. At dark the bridge was constructed. Immediately the construction of a German pontoon bridge was begun at daylight. Though the infantry by this time had cleaned out the enemy machine gunners and snipers, the artillery continued its undiminished bombardment and hostile planes bombed and machine-gunned the workers and also dropped hand bombs on the work. During the entire time this construction was going on Lieutenant Iry remained with his men on the bridges and did not seek the protection the topography of the banks afforded. It is believed that his actions were an example of bravery and devotion to duty and utter disregard to personal safety that inspired all who worked with him and that these actions were largely responsible for the speedy construction of the bridge.

### FIRST LIEUTENANT FRANCIS WINSLOW, Sixth U. S. Engineers.

During the period from June 12 to 15, 1918, Lieutenant Winslow was in charge of the fortification of the support lines between Fossoy and Crezancy. The trench systems which he completed during this period were directly responsible for saving a large number of lives during the enemy artillery preparation July 15, 1918. Throughout the night of July 14-15, 1918, Lieutenant Winslow displayed an absolute disregard for his personal safety and constantly exposed himself during the intense barrage. After the placing of the men of his company in the cover trenches he searched throughout the camp for wounded. When the wounded had been cared for he placed gas masks on all animals which had not already been killed. Later he displayed great coolness and skill in leading the company to the trenches under heavy

## 236 HISTORY OF THE SIXTH U. S. ENGINEERS

shell fire. His example of bravery was an inspiration to his brother officers and his men.

### SECOND LIEUTENANT WILLIAM K. WIDGER, Sixth U. S. Engineers.

At the Bois de Claire Chenes, between October 20 and 27, 1918, he led his platoon in direct attack on Hill 297. He was exceptionally cool and brave under heavy shell and machine gun fire.

### SECOND LIEUTENANT HOWARD R. WOODBURN, Sixth U. S. Engineers.

At the Bois de Claire Chenes, France, commanded a platoon in the front line, repulsed a heavy counter-attack, thereby saving the position when the enemy had penetrated his flanks.

### FIRST SERGEANT EDWARD O'DEA (158800), Sixth Engineers, E Company.

In the Bois-de-Aigremont, near Fossoy, Aisne, France, July 15, 1918. For the disregard of his personal safety in carrying wounded back to the first aid station during the heavy bombardment.

### FIRST SERGEANT ROBERT P. WEIDNER (then Corporal) (158016), Company A, Sixth U. S. Engineers.

At Bois-de-la-Jute, France, July 15-16, 1918, acted as stretcher bearer under heavy shell fire, exposing himself without regard to his own personal safety in caring for wounded.

### SERGEANT, 1ST CLASS, FRANK C. WHYTE (158297), Company C, Sixth U. S. Engineers.

Sergeant, 1st Class, Whyte was in charge of a small wiring party near Moulins, France, on the morning of July 15, 1918. When a heavy artillery fire opened and work could no longer be continued on the wiring, he collected his party and several stragglers and reported to the nearest infantry battalion commander. With his small party he was posted on the flank of the Infantry battalion. Here, with calmness, decision and courage, he successfully resisted the attack of superior hostile forces until his small detachment was relieved by two infantry companies. While withdrawing his detachment he encountered a German patrol of eight men. His conspicuous bravery in leading the attack on this patrol resulted in killing five and capturing three of the enemy without a casualty in his own detachment.

## HISTORY OF THE SIXTH U. S. ENGINEERS 237

### SERGEANT, 1ST CLASS, HARRY L. PATTERSON (158295), Company C, Sixth U. S. Engineers.

Sergeant, 1st Class, Harry L. Patterson was directing the technical operations of an infantry working party in the forward area of Moulins, France, on the morning of July 15, 1918. His party was caught in the severe hostile artillery preparation, and the commander was killed, leaving the working party without a leader. Sergeant Patterson, with initiative and bravery, organized and assumed command of the infantry party of about seventy-five men, and with utter disregard for his personal safety successfully led the party out of danger.

### SERGEANT, 1ST CLASS, DEWITT T. SMITH (158289), Com- pany C, Sixth U. S. Engineers.

Sergeant, 1st Class, Smith, near Villette, France, on August 8th, was in charge of a detail which successfully constructed a foot-bridge across the Vesle River under observation and heavy enemy machine gun fire. After the bridge had been damaged by enemy fire he again took his detail to the bridge and repaired it, although constantly under machine gun fire from the enemy. His exceptional bravery and devotion to duty were directly responsible for the construction and repair of the bridge.

### SERGEANT, 1ST CLASS, JOHN K. HAMMER (157788), Com- pany A, Sixth U. S. Engineers.

Sergeant, 1st Class, Hammer showed great courage and resourcefulness in evacuating the wounded during hostile artillery fire, July 15, 1918, in the Bois-de-Aigremont. When the driver of a Ford ambulance at the dressing station of his organization became a casualty he assumed control of the ambulance and continued the work of evacuation under heavy shell fire until relieved.

### MASTER ENGINEER HEINRICH BRUNNER (157689), Head- quarters Detachment, Sixth U. S. Engineers.

At Mezy, France, on the night of July 21, 1918, Master Engineer Brunner showed exceptional bravery and coolness in obtaining German pontoon material from the enemy side of the river under enemy rifle and artillery fire.

### MASTER ENGINEER, JUNIOR GRADE, WILLIAM STRAT- TON, Company B, Sixth U. S. Engineers.

While brigaded with the French Division his company was ordered, on August 8, 1918, to construct a trestle bridge over the Andre River at Courville. With courage and skill he di-

## 238 HISTORY OF THE SIXTH U. S. ENGINEERS

rected the work of his platoon, remaining at his post in spite of the heavy casualties due to the severe shell fire of the enemy. This bridge furnished the main artery for the French advance from Arcis-le-Ponsart north to Fismes. In spite of wounds received while engaged in this work, Master Engineer Stratton continued until its completion.

**FIRST SERGEANT SAMUEL P. SHARP (158269), Company B, Sixth U. S. Engineers.**

While his company was attempting to construct a bridge across the Marne River at Mezy, July 21, 1918, under severe enemy machine gun fire, was ordered to proceed with the platoon leader across the river, and, due to his courageous and skillful handling of a machine gun, the enemy machine gun fire was successfully subdued, thus making possible the completion of the bridge, an important artery of the advance.

**SERGEANT, 1ST CLASS, JOHN G. BOYLE (158247), Company B, Sixth U. S. Engineers.**

While his company was attempting to construct a bridge across the Marne River at Mezy, July 21, 1918, under severe enemy machine gun fire, was ordered to take his platoon across the river and clear out the machine gun nests. Due to his fearless and brilliant leadership this task was successfully performed, thus making possible the completion of the bridge, an important artery of the advance.

**SERGEANT, 1ST CLASS, WILBUR LOCKWOOD (158202), Company B, Sixth U. S. Engineers.**

While brigaded with the French Division his company was ordered, on August 8, 1918, to construct a trestle bridge over the Andre River at Courville. With courage and skill he directed the work of his platoon, remaining at his post in spite of the heavy casualties due to the severe shell fire of the enemy. This bridge furnished the main artery of the French advance from Arcis-le-Ponsart north to Fismes.

**SERGEANT, 1ST CLASS, MICHAEL J. McCUE (159079), Company F, Sixth U. S. Engineers.**

At Mezy, France, night of July 21, 1918, showed exceptional bravery and coolness in rowing across the Marne River to reconnoiter the enemy bank and under sniper fire and heavy artillery fire. Also in rescuing some infantrymen when their boat capsized under the same hazards.

## HISTORY OF THE SIXTH U. S. ENGINEERS 239

### SERGEANT, 1ST CLASS, MENDEL GLICKMAN (158566), Company D, Sixth U. S. Engineers.

On the night of March 28, 1918, after his platoon had fallen back to a new position, following a flank attack by the enemy, Sergeant Glickman went forward alone to the former position, presumed to be held by the enemy. Discovering that the position was unoccupied, he returned with this information to his platoon commander, helped to reform the men and guided them back. At Warfusée-Abancourt, France (Somme defensive).

On October 10, 1918, near Romange, France, within 200 yards of the front line and under direct observation and direct fire from the enemy guns, which delivered a concentrated and active barrage for a duration of about two hours on his working party, Sergeant Glickman displayed great coolness and disregard for his personal safety while replacing a demolished bridge. The success of the work was due in a large measure to his conduct and assistance.

On the night of October 21, 1918, near Cunel, France, being cut off from the balance of the working party on its way to wire in front of our own front line in Claire Chenes Woods by enemy shell fire, he led his men to cover and safety. He did not know the way which his commanding officer and the balance of the party had taken, but refused to return to camp, and after two hours of searching in very dangerous territory he rejoined his officers and assisted with the work.

His behavior under fire and his work have always been worthy of praise.

### SERGEANT, 1ST CLASS, DONALD S. WOODWARD (157779), Company A, Sixth U. S. Engineers.

At Bois de la Jute, France, July 15, 1918, he brought back the working party from in front of the line without loss. During two bombardments he answered the first call for volunteers to act as stretcher bearers and successfully carried out his mission.

### SERGEANT, 1ST CLASS, ROBERT R. OWEN (157785), Com- pany A, Sixth U. S. Engineers.

At Bois-de-la-Jute, France, July 15, 1918, he displayed great coolness and bravery under heavy shell fire for two days. Was constantly exposing himself searching and caring for wounded.

### SERGEANT WALTER T. SPENCER (233757), Fourth Infantry Machine Gun Company.

At Claire Chenes Woods, on October 20 and 21, 1918, Sergeant Spencer served his two machine guns against heavy counter-attacks, and in the latter attack until one of his guns was hit by

## 240 HISTORY OF THE SIXTH U. S. ENGINEERS

a shell and all of both crews, with the exception of one man, killed. During both attacks Sergeant Spencer was under direct observation and under heavy fire from 37's and 77's, but stayed with his guns in an exposed corner of the woods. Sergeant Spencer's devotion to duty, and his exceptional bravery in keeping his guns in action, succeeded in breaking up two counter-attacks, either of which might have resulted in the loss of the woods.

**SERGEANT, 1ST CLASS, WILLIAM H. PORTER (158203),**  
Company B, Sixth U. S. Engineers.

While brigaded with the French Division his company was ordered, on August 8, 1918, to construct a trestle bridge over the Andre River at Courville. With courage and skill he directed the work of his platoon, remaining at his post in spite of the heavy casualties due to the severe shell fire of the enemy. This bridge furnished the main artery for the French advance from Arcis-le-Ponsart north to Fismes.

**SERGEANT WARREN B. BRODERICK (159089), Company F,**  
Sixth U. S. Engineers.

At Mezy, France, day of July 22, 1918, showed exceptional bravery and devotion to duty, remaining at his post operating an anti-aircraft gun and driving off enemy aeroplanes which were endeavoring to destroy the bridge by bombing.

**SERGEANT IGNATIUS S. CUTCHER (157810), Company A,**  
Sixth U. S. Engineers.

At Bois de Claire Chenes from October 20 to 26 (six days), a runner showing extraordinary coolness and bravery under heavy shell fire, and on patrol work under heavy machine-gun fire.

**SERGEANT LEROY J. DALTON (158063), Company B, Sixth**  
U. S. Engineers.

With his section he assisted, on August 8, 1918, in the construction of a trestle bridge over the Andre River at Courville. With courage and extraordinary skill, he led his men in this work until killed, shortly before the completion of the bridge. This bridge furnished the main artery of the French advance from Arcis-le-Ponsart north to Fismes.

**SERGEANT LEWIS W. HART (157808), Company A, Sixth**  
U. S. Engineers.

At the Bois de Claire Chenes, France, October 20, 1918. Carrying material in and wounded out, under heavy shell fire; wounded while carrying out wounded comrade.

## HISTORY OF THE SIXTH U. S. ENGINEERS 241

### SERGEANT ARTHUR E. HEATH (157801), Company A, Sixth U. S. Engineers.

Manned German machine gun and assisted in repulsing counter-attack on afternoon of October 21, 1918, at Bois de Clair Chenes, France.

### SERGEANT FRED E. KIRST (158031), Company B, Sixth U. S. Engineers.

With his section he assisted, on August 8, 1918, in the construction of a trestle bridge over the Andre River at Courville. Due to his courage and extraordinary skill the completion of this bridge was made possible, thus furnishing the main artery of the French advance from Arcis-le-Ponsart north to Fismes. In spite of wounds received while engaged in this work, Sergeant Fred E. Kirst continued until its completion.

### SERGEANT IRA U. GRANT (158609), Company D, Sixth U. S. Engineers.

While Mess Sergeant, at St. Mihiel and in the Argonne, he displayed unusual courage and devotion to duty. On the night of October 17, 1918, while bringing up rations to his company three horses were killed in the harness. He and his men brought up part of the rations on foot, secured other horses and returned with the wagon. Many times he performed the same duty, always under great danger, but without hesitation. His kitchen was continuously shelled and his force often changed through casualties, but he was always on duty, regardless of sleep or danger.

### SERGEANT ALBERT E. AXTELL (301851), CORPORAL MARTIN ROCKMILL (158759), PRIVATE, 1ST CLASS, ERNEST A. HOTTINGER (158699), AND PRIVATE AN-FIN ROD (2273834), of Company D, Sixth U. S. Engineers.

On the morning of July 15, 1918, at Fontaine-aux-Charmes, near Château-Thierry, they carried their severely wounded Lieutenant a distance of more than a kilometer to a dressing station through a heavy bombardment of shell and gas. They showed great loyalty and disregard for their own safety.

### SERGEANT WALTER D. BROWN (158596), Company D, Sixth U. S. Engineers.

On the night of October 20, 1918, near Cunel, France, in the Claire Chenes Woods, Sergeant Brown, with two men, preceded his company in front of our own front line positions around the edge of the woods. Along the northwestern side he found none of our own troops, but encountered a small party of Germans. Hav-

## 242 HISTORY OF THE SIXTH U. S. ENGINEERS

ing been ordered to make no noise because of drawing shell fire on his own men, he attacked single-handed. He captured three prisoners, while one or two escaped, as he could not fire. He turned his prisoners over to the platoon which followed and proceeded around the wood.

**SERGEANT JOHN C. WIDDALL (158920), Company A, Sixth U. S. Engineers.**

At Bois de la Jute, France, July 15, 1918, he constantly exposed himself searching for and dressing wounded under heavy shell fire.

**SERGEANT CARL J. PURSEY (157791), Company A, Sixth U. S. Engineers.**

At Bois de la Jute, France, July 15, 1918, he volunteered to act as runner to regimental P. C. through a heavy barrage.

**SERGEANT ANDREW SULLIVAN (157877), Company A, Sixth U. S. Engineers.**

At Bois de la Jute, France, July 15, 1918, Sergeant Sullivan, then Private, volunteered to act as stretcher bearer to carry wounded officers under heavy shell fire.

**SERGEANT PAUL J. MERRILL (158267), Company B, Sixth U. S. Engineers.**

Having been assigned to work on the construction of a combination pontoon and trestle bridge across the Marne River at Mezy, July 21, 1918, with no regard for his personal safety he kept his men at work the entire night while subjected to severe machine-gun and artillery fire. Due to his skillful direction the bridge was completed in the morning, and the artillery allowed to pass over.

**SERGEANT STEPHEN C. SULLIVAN (158313), Company C, Sixth U. S. Engineers.**

Sergeant Stephen C. Sullivan, with Sergeant 1st Class Patterson, took charge of an infantry working party in the vicinity of Crezancy on the morning of July 15, 1918, after their commander had been killed, and under heavy fire conducted them to a good position without a single casualty.

**SERGEANT STANLEY E. YOUNG (158264), Company B, Sixth U. S. Engineers.**

With his section he assisted, on August 8, 1918, in the construction of a trestle bridge over the Andre River at Courville. Due

## HISTORY OF THE SIXTH U. S. ENGINEERS 243

to his courage and extraordinary skill the completion of this bridge was made possible, thus furnishing the main artery of the French advance from Arcis-le-Ponsart north to Fismes.

**CORPORAL GEORGE W. BABBITT (159157), Company F, Sixth U. S. Engineers.**

At Mezy, France, on the night of July 21, 1918, showed exceptional bravery and coolness by launching a boat in the Marne River under heavy machine-gun and artillery fire.

**CORPORAL ELBRIDGE A. CHAMBERLAIN (158061), Company B, Sixth U. S. Engineers.**

While assisting in the construction of a trestle bridge over the Andre River at Courville, with no regard for his personal safety continued to work while exposed to severe enemy shell fire. In spite of wounds received while in this work, Corporal Chamberlain continued until its completion.

**CORPORAL HOWARD P. CLAYPOOLE (158119), Company B, Sixth U. S. Engineers.**

While his company was attempting to construct a bridge across the Marne River at Mezy under severe enemy machine-gun fire, his platoon was ordered across the river to clear the enemy machine gun nests on the opposite bank. Corporal Claypoole, while under severe machine-gun fire, rowed the men back and forth in a rowboat, displaying extraordinary courage and coolness, thus rendering valuable assistance in the subduing of enemy machine gun fire.

**CORPORAL CALVING SANGER (158637) (Deceased), Company D, Sixth U. S. Engineers.**

On the morning of July 15, 1918, near Blesmes, France, when an intense enemy barrage was laid upon the camp, Corporal Sanger did not take cover, but remained in the open, sounding the gas alarm until killed by a shell.

**CORPORAL LEVI KELLOG (2257397) (Deceased), Company C, Sixth U. S. Engineers.**

Near Villette, France, on August 8, 1918, Corporal Kellog was a member of a detail which erected in daylight, under heavy enemy machine-gun fire, a foot-bridge across the Vesle River. On August 10th the bridge was damaged by enemy fire. Corporal Kellog was again detailed, and was engaged in repairing the bridge in daylight under observation by the enemy when he was killed by machine-gun fire. His exceptional bravery and disre-

## 244 HISTORY OF THE SIXTH U. S. ENGINEERS

gard for personal safety and his devotion to duty were an inspiration to the men under him.

**CORPORAL HARLOW A. SHEPARD (159025), Company E, Sixth U. S. Engineers.**

In the Bois-de-Aigremont, near Fossey, Aisne, France, on July 15, 1918. For devotion and a total disregard of his personal safety in assisting in the care of the wounded on the morning of July 15, 1918.

**WAGONER FRANK BOWER (157897), Company A, Sixth U. S. Engineers.**

Wagoner Bower was on duty on July 15, 1918, in the Bois-de-Aigremont, France, when two of his company officers were badly wounded during a severe artillery fire. He showed great courage and disregard for personal safety by volunteering, with three of his fellow soldiers, to carry these officers to a dressing station. He was fatally wounded in the performance of this act.

**COOK JOSEPH BAUER (158656), Company D, Sixth U. S. Engineers.**

In the Bois-de-Fays, near Cunel, France, with the kitchen force reduced on account of casualties, he refused to be evacuated, though suffering from mustard gas, until discovered some days later while on duty by his company commander. In the performance of his work as cook and non-commissioned officer he was faithful beyond the call of duty.

**PRIVATE, 1ST CLASS, KAMP V. BIGLOW (157892), Company A, Sixth U. S. Engineers.**

At the Bois-de-la-Jute, France, July 15, 1918, he volunteered to act as a stretcher bearer during heavy shell fire and was wounded while doing so.

**CORPORAL LEO A. CLEARY (157834), Company A, Sixth U. S. Engineers.**

For excellent work and bravery throughout the eight days of the Meuse-Argonne attack.

**CORPORAL NEIL E. HILDEBRANT (157852), Company A, Sixth U. S. Engineers.**

At the Bois-de-la-Jute, France, July 16, 1918, Corporal Hildebrant was detailed on guard in charge of company property. He remained at his post in camp and exposed himself to fulfill his duties. He was killed while on post.

## HISTORY OF THE SIXTH U. S. ENGINEERS 245

**CORPORAL CHARLIE HAUCKE (157850), Company A, Sixth U. S. Engineers.**

At Bois de Clair Chenes, October 21, 1918, manned German machine gun and assisted in repulsing counter-attacks under extreme dangerous conditions.

**CORPORAL JAMES E. INERY (153880), Headquarters Detachment, Sixth U. S. Engineers.**

From October 12 to 25, 1918, during the Meuse-Argonne offensive, while acting as runner for Regimental Headquarters, constantly exposed himself to shell fire without thought of personal danger, delivering his messages with utmost promptness.

**CORPORAL JOSEPH M. LOUGHLIN (157955), Company A, Sixth U. S. Engineers.**

Exceptional work and ability as runner under heavy fire, was assisting carrying wounded with Sergeant 1st Class Hart, and while doing so was wounded. Assisted in carrying rations to outpost under extreme dangerous conditions.

**CORPORAL PETE PAPPATHANOS (1985249), Company B, Sixth U. S. Engineers.**

While assisting in the construction of a trestle bridge across the Andre River at Courville, with no regard for his personal safety continued to work while exposed to severe enemy shell fire. Due to his courage and extraordinary skill the construction of this bridge was made possible.

**CORPORAL WALTER E. PRINCE (159252), Company F, Sixth U. S. Engineers.**

At Mezy, France, during the night of the 21st of July, 1918, Corporal Prince showed exceptional bravery and coolness while launching a boat in the Marne River under a heavy machine-gun and artillery fire.

**PRIVATE, 1ST CLASS, CECIL C. HARTLEROODE (158872), Company E, Sixth U. S. Engineers.**

In the Bois-de-Aigremont, near Fossoy, Aisne, France, July 15, 1918, he remained on duty after having been wounded by shell fire, exposing himself in an endeavor to extinguish a burning ammunition dump, searching for wounded under shell fire.

**PRIVATE, 1ST CLASS, STEPHEN J. KWAITKOWSKI (158882), Company E, Sixth U. S. Engineers.**

In the Bois-de-Aigremont, near Fossoy, France, on July 15, 1918, showed exceptional bravery in leaving his shelter and going a

## 246 HISTORY OF THE SIXTH U. S. ENGINEERS

mile to secure medical attendance for the wounded, returning under heavy shell fire to his company to report the result of his mission.

**PRIVATE, 1ST CLASS, JOSEPH W. MORROW (2279616), Company D, Sixth U. S. Engineers.**

On the night of July 14-15, 1918, at Fontaine-aux-Charmes, near Château-Thierry, he returned to his company at midnight with a team and water cart, arriving in the midst of the intense bombardment. He unhitched his cart at the company kitchen, led his animals through the rain of shells out of the woods and back for some distance to a place of safety. He saved his animals and himself while almost every animal on the picket line was killed or seriously wounded. His coolness and devotion to his animals and to his duty to his comrades is worthy of praise.

**PRIVATE, 1ST CLASS, JACOB C. SHRAYSHUN (159022), Company E, Sixth U. S. Engineers.**

In the Bois-de-Aigremont, near Fossoy, France, on the night of July 14-15, 1918, he remained on duty, working under heavy shell fire in an attempt to repair the only available ambulance for evacuation of wounded, which had been struck by a shell.

**PRIVATE WILLIAM MONTIETH (157971), Company A, Sixth U. S. Engineers.**

Private Montieth was on duty on July 15, 1918, in the Bois-de-Aigremont, France, when two of his company officers were badly wounded during a severe artillery fire. He showed great courage and disregard to personal safety by volunteering, with three of his fellow soldiers, to carry these officers to a dressing station. He was killed in the performance of this act.

**PRIVATE ANDREW J. SULLIVAN (157877), Company A, Sixth U. S. Engineers.**

Private Sullivan was on duty on July 15, 1918, in the Bois-de-Aigremont, France, when two of his company officers were badly wounded during a severe artillery fire. He showed great courage and disregard for personal safety by volunteering, with three of his fellow soldiers, to carry these officers to a dressing station. He successfully accomplished his mission, although two of his fellow soldiers were killed.

**CORPORAL PETER SCHIVAL (158226), Company B, Sixth U. S. Engineers.**

While assisting in the construction of a trestle bridge across the Andre River at Courville, with no regard for his personal

## HISTORY OF THE SIXTH U. S. ENGINEERS 247

safety continued to work while exposed to severe enemy shell fire. After being wounded, together with numerous comrades, he assisted in carrying the more severely wounded to a place of safety until faint from exhaustion.

**CORPORAL WALTER S. STEVENSON (159267), Company B, Sixth U. S. Engineers.**

While assisting in the construction of a trestle bridge across the Andre River at Courville, with no regard for his personal safety continued to work while exposed to severe enemy shell fire. Due to his courage and extraordinary skill the completion of this bridge was made possible.

**PRIVATE, 1ST CLASS, GEORGE W. ASHLEY (1847862), Company B, Sixth U. S. Engineers.**

While assisting in the construction of a trestle bridge over the Andre River at Courville, with no regard for his personal safety continued to work while exposed to severe enemy shell fire. After being wounded, together with numerous comrades, he assisted in carrying the more severely wounded to a place of safety until faint from exhaustion.

**PRIVATE, 1ST CLASS, GORDON BLAKENEY (158091), Company B, Sixth U. S. Engineers.**

While his platoon was constructing a bridge over the Marne River at Mezy, July 21, 1918, without regard to his personal safety he continued to work while being subjected to severe enemy machine-gun and artillery fire. His fearless and skillful assistance made possible the completion of the bridge, an important artery of the advance.

**PRIVATE, 1ST CLASS, EDMUND J. CROTTY (158124), Company B, Sixth U. S. Engineers.**

While assisting in the construction of a trestle bridge across the Andre River at Courville, with no regard for his personal safety continued to work while exposed to severe enemy shell fire until killed, shortly before the completion of the bridge. This bridge furnished the main artery for the French advance from Arcis-le-Ponsart north to Fismes.

**PRIVATE, 1ST CLASS, CHARLES C. HORWATH (157752), Headquarters Detachment, Sixth U. S. Engineers.**

From October 12 to 25, 1918, during the Meuse-Argonne offensive, while acting as runner for Regimental Headquarters, constantly exposed himself to shell fire without thought of personal danger, delivering his messages with utmost promptness.

## 248 HISTORY OF THE SIXTH U. S. ENGINEERS

### PRIVATE BEN TAGHON (158904), Company E, Sixth U. S. Engineers.

In the Bois-de-Aigremont, near Fossey, Aisne, France, on July 16, 1918, for coolness and daring in taking out a truck which had been abandoned because of prohibitive fire, and which was drawing heavy artillery fire upon the section occupied by Company E on the afternoon of July 16, 1918.

### PRIVATE, 1ST CLASS, WILLIAM KATZ (14350), Medical Detachment, Sixth U. S. Engineers.

At Mezy, France, during the night of July 21-22, and the day of July 22, 1918, Private Katz showed exceptional bravery and devotion to duty in aiding and dressing wounded men, and, when his services were not required in his own unit, by bringing wounded infantrymen across the Marne River under enemy rifle and machine-gun fire.

### PRIVATE, 1ST CLASS, CHARLES TIBBS (158239), Company B, Sixth U. S. Engineers.

While assisting in the construction of a trestle bridge across the Andre River at Courville, with no regard for his personal safety continued to work while exposed to severe enemy shell fire. After being wounded, together with numerous comrades, he assisted in carrying the more severely wounded to a place of safety until faint from exhaustion.

### PRIVATE JOHN E. EBERLE (159192), Company F, Sixth U. S. Engineers.

At Mezy, France, during the day of July 22, 1918, Private Eberle showed exceptional bravery and coolness in aiding and assisting in caring for wounded under enemy rifle and machine-gun fire.

### PRIVATE JOHN J. COLLINS (158120), Company B, Sixth U. S. Engineers.

While assisting in the construction of a trestle bridge across the Andre River at Courville, with no regard for his personal safety continued to work while exposed to severe enemy shell fire until killed shortly before the completion of the bridge. This bridge furnished the main artery for the French advance from Arcis-le-Ponsart north to Fismes.

### PRIVATE JADIE H. C. B. MARTIN (2312193), Company B, Sixth U. S. Engineers.

While assisting in the construction of a trestle bridge across the Andre River at Courville, with no regard for his personal

## HISTORY OF THE SIXTH U. S. ENGINEERS 249

safety continued to work while exposed to severe enemy shell fire until killed shortly before the completion of the bridge. This bridge furnished the main artery for the French advance from Arcis-le-Ponsart north to Fismes.

**WAGONER LOUIS MAGNUSON (159227), Company F, Sixth U. S. Engineers.**

At Mezy, France, on July 22, 1918, Wagoner Magnuson showed exceptional bravery and devotion to duty in hauling a water cart to the company under extremely heavy shell fire when the feat was considered impossible.

**MECHANIC GEORGE E. HOPKINS (157730), Headquarters Detachment, Sixth U. S. Engineers.**

From October 12 to 25, 1918, during the Meuse-Argonne offensive, while acting as runner for Regimental Headquarters, constantly exposed himself to shell fire, without thought of personal danger, delivering his messages with the utmost promptness.

**A PATROL FROM COMPANY C, SIXTH U. S. ENGINEERS, CONSISTING OF THE FOLLOWING:**

SECOND LIEUTENANT ANDREW CHANTOS

SERGEANT RAPHEAL B. NEIS

SERGEANT EARL F. MOORE

SERGEANT ROY R. MACMILLAN

CORPORAL WILLIAM A. DAVIDSON

CORPORAL FRANK J. MCELERY

PRIVATE, 1ST CLASS, PHILIP MANCHINO

PRIVATE, WALTER R. M. MERTENS

Gave proof of unhesitating devotion and energy during the Meuse-Argonne offensive, near Brieulles-sur-Meuse, on October 17, 1918. When under fire of snipers, and particularly intense machine-gun and artillery fire, they volunteered to make a reconnaissance of the enemy's positions and operations in the Division sector. The circumstances required extraordinary courage, determination and calmness. They returned at the required time with their mission accurately and completely accomplished. During the night of the same date, when their company advanced within the enemy lines, these same men again volunteered for the most hazardous scouting and obtained information which undoubtedly saved the entire company from very serious losses. None of this patrol have any previous awards, although Lieutenant Chantos was recommended for the Croix de Guerre as a Sergeant of Company E, Sixth U. S. Engineers, on the Marne, July 15, 1918.

## 250 HISTORY OF THE SIXTH U. S. ENGINEERS

### THE FOLLOWING MEN OF THE SIXTH ENGINEER TRAIN ARE CITED FOR GALLANTRY IN ACTION:

CORPORAL FRANK E. DENNEY (251845)  
WAGONER WILSON CLIFFORD JORDAN (251848)  
WAGONER RUSSELL HAROLD MILLER (251865)  
WAGONER MICHAEL CONRAD (159177)  
WAGONER LYNN DOUGLAS GAYLORD (251858)  
WAGONER WILFRED PAUL (251869)  
WAGONER PAUL HAMILTON VASSAR (251872)  
WAGONER JASPER JONIE BLAKE (251843)  
WAGONER HOMER TUCKER (159276)  
WAGONER GUY ANDERSON OLSON (251849)  
WAGONER RALPH HOWARD HENSHAW (251846)  
PRIVATE, 1ST CLASS, WILLIAM R. MAGUIRE (251864)  
PRIVATE, 1ST CLASS, MAURICE Z. SKELTON (251821)  
PRIVATE EDMUND CANTORI (157803)  
PRIVATE, 1ST CLASS, HERBERT A. MULIER (251850)  
WAGONER FRED WARYE (251850)

During the German offensive, on the night of July 14-15, 1918, and the operations which followed in this sector, the Sixth Engineer Train was called upon to perform several hazardous missions.

During the German attack, on the night of July 14th-15th, the artillery fired heavily, and at the same time all their animals were killed. Early in the morning reports came to the Third Artillery Brigade headquarters from the batteries that they had either fired themselves out of ammunition or would do so in a short time, and that there was no horse transportation to the batteries. The ammunition train was reported as occupied in hauling from the rear to the forward dump, and no transportation was available to haul from the forward dumps to the batteries. The roads were reported under prohibitive artillery fire north of Courboin triangle. The motor section of the Sixth Engineer Train was called upon to make delivery of ammunition directly to the batteries. Every man volunteered and twelve trucks started out. Eight of these trucks ran to the batteries along the edge of the high ground just south of Château-Thierry, Blesmes, and Crezancy in broad daylight and in direct observation of the enemy, and were heavily and continuously shelled, and in one case bombed. They, however, did not hesitate, but delivered the ammunition and thereby enabled the batteries to continue their fire. These men loaded and unloaded their trucks and operated them on this mission for seventy-two hours without

## HISTORY OF THE SIXTH U. S. ENGINEERS 251

sleep. Their courage and devotion to duty was a splendid example.

Upon being released by the artillery they immediately took up the work of delivering engineer material to all points in this sector. On the 20th of July it was learned that the Third Division was to cross the Marne on the following day, and that no pontoon material was available. The idea of constructing a pontoon of empty gasoline bidons was suggested by the Engineer Train and its fabrication volunteered. The offer was accepted and work begun. In five hours from the time of receipt of the order one length was constructed. At nine hours two bridges were ready for delivery.

At noon, on July 21st, orders were received for the delivery of the bridge. This was loaded on motor trucks and the Train started out at about 12:30. Just before reaching Crezancy the enemy commenced shelling the Train heavily as it moved along the road. The Train was parked temporarily in Crezancy, awaiting orders. The shelling became so intense that units stationed in the town requested the Train to leave, because it was drawing shell fire. Orders were received and the convoy proceeded to Mezy by way of Moulins. The first truck delivered material to the water's edge about two o'clock in the afternoon and was shot out of commission by enemy machine-gun fire. Orders were then given to delay operations until dark, when infantry was expected to arrive. The train laid in the town from that time until dark, during which time the town was under continual and heavy artillery fire. After dark one bridge was delivered at Mezy and another delivered at Fossoy. The Infantry crossed these bridges more than twenty-four hours before pontoons were built.

### APPENDIX No. 4

#### OFFICIAL PUBLICATIONS, ORDERS, ETC., OF INTEREST SIXTH ENGINEERS

On duty with  
British Expeditionary Forces

From: C. G. American Troops with B. E. F.  
To: Commander-in-Chief, American Expeditionary Forces  
Subject: Sixth Engineers, U. S. A., in German Attack.

1. I am taking advantage of the departure of Major Queckmeyer, of the American Mission, to send you a preliminary report on the part taken in recent German attacks by two companies and headquarters detachment of the Sixth Engineers, under my command.

## 252 HISTORY OF THE SIXTH U. S. ENGINEERS

2. These companies were on duty with the Royal Engineers, Fifth Army, and were engaged in constructing bridges in the vicinity of Peronne when the recent German attack commenced. They were removed from this construction work by direction of the British and placed in trenches a short distance to the north of Villers-Bretonneux. Colonel Hodges, in command of these companies, was also placed in charge of a section of front trench about 1,800 feet long, in which a number of other units of British troops were placed under his command for quick defense. Yesterday I learned that they were being removed from the trenches, and met them at Picquigny.

3. From verbal reports of various officers attached to this organization, and also from conferences with their immediate British commanders during the course of operations, it appears that their trenches were severely shelled and attacked by aeroplanes during a large part of the time they were defending them, and notwithstanding they were well supplied with machine guns and ammunition, there were a number of regrettable casualties. These will be the subject of a complete report later, but consist of two officers killed (Lieutenant Perry and Lieutenant Milliken) and twenty-one enlisted men. Twenty-five wounded are now in British hospital No. 18, and there are other wounded in other places. A number also are missing. These two companies, with headquarters detachment, will be in Abbeville to-day and it is expected they will remain there a few days to collect those numbers of their organization who have become separated, and to obtain new equipment for these men who have lost their kits and personal possessions.

4. A number of members of this organization during the German attack were directed to move to the rear by British officers, and were then passed from village to village so that they became separated from their organization, through no fault of their own. Many of these men have now been located and will be returned to their units in the next few days.

5. The conduct of this organization has been very praiseworthy. Their record in constructing bridges in the Peronne district was highly commended by British officers under whom they were serving, and General Rawlinson, commanding the Fifth British Army, has written a very congratulatory letter commanding them for their gallantry in action and the persistency with which they held their ground, ascribing to them no small share in the defense of their vicinity, which assisted materially in holding this part of the line, a very necessary part of the British defensive plan.

6. It is perhaps too soon to suggest what form of recognition

## HISTORY OF THE SIXTH U. S. ENGINEERS 258

would be most desirable, but their conduct has been so worthy of commendation, their share in the battle so preëminent in respect to their numbers, that some adequate recognition would unquestionably be desirable—particularly as those are the only American troops that have taken active part in checking the recent German advance in this area.

7. This is in the nature of a preliminary report, details of which will be forwarded later.

### CITATIONS OF THE REGIMENT HEADQUARTERS THIRD DIVISION AMERICAN EXPEDITIONARY FORCES U. S. A., P. O. 740-3 JANUARY, 1919

#### GENERAL ORDERS,

NO. 67

The following is published as a matter of record, being letters of commendations received by the Sixth U. S. Engineers while that regiment was on duty with the Fourth and Fifth British Armies:

Colonel Hodges, Commanding Sixth Regiment United States Engineers.	Fifth Army. S. G. 72 1st April, 1918.
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The Army Commander wishes to record officially his appreciation of the excellent work your regiment has done in assisting the British Army to resist the enemy's powerful offensive during the last ten days.

I fully realize that it has been largely due to your assistance that the enemy is checked, and I rely on you to assist us still further during the few days which are still to come before I shall be able to relieve you in the line.

I consider your work in the line to be greatly enhanced by the fact that for six weeks previous to taking your place in the front line your men had been working at such high pressure erecting heavy bridges over the Somme.

My best congratulations and warm thanks to you all.

(Signed) RAWLINSON,  
General Commanding Fifth Army.

G. A. 126. 31/3

1. The following message has been received from the Army Commander:

"Please convey my warmest thanks to First Cavalry Division and General's Seely's two brigades of the Second Cavalry Divi-

## 254 HISTORY OF THE SIXTH U. S. ENGINEERS

sion for their successes of yesterday. They have rendered invaluable service and I am deeply grateful to them. I trust their losses have not been very severe."

2. The Divisional Commander wishes to add his heartiest congratulations and thanks to all ranks for the magnificent manner in which they beat off all attacks on 30th March.

(Signed) S. F. MUSPRATT, Lt. Col., G. S.  
First Cavalry Division.

Noon

O. C. U. S. Engineer Battalion.

G. A. 126/1 1/4

As the U. S. Engineer Battalion was fighting with the First Cavalry Division in the line on the 30th March, the Army Commander's congratulatory message applies to them equally with units of the First Cavalry Division.

It has been brought to my notice that the men under your command fought most gallantry alongside the British Cavalry.

I am most grateful to you and the unit under your command for the invaluable assistance you gave us on the 30th March, 1918.

Please convey my thanks and congratulations to all ranks.

(Signed) R. L. MULLENS, Major General,  
Commanding First Cavalry Division.

To: Lieutenant Colonel Hodges,  
O. C. Sixth Regiment,  
U. S. Engineers.

C. R. E.  
Corps Troops  
Australian Corps.

I should be glad if you would convey to Major Larkin and the officers and men of A and C companies of your regiment my appreciation of the work they have carried out in this area under my direction.

The behavior of the men while on night work, and on more than one occasion under what can be called fairly heavy firing, was excellent.

The keenness of the officers to carry out the work in a thoroughly efficient manner gave me the greatest pleasure, and I consider the result of their efforts was entirely satisfactory.

The night work done by them in the Buirre District and the last portion of entrenching at Daours was of high standard. The wiring developed a rapidity comparable with some of the best units I have had in this area, and intelligence shown in laying out an entirely new class of wiring beyond Daours and La Neuville was most gratifying.

## HISTORY OF THE SIXTH U. S. ENGINEERS 255

I especially mention to you Captain Heavey, Lieutenant Harlow and Lieutenant Crane, and I am sure Major Larkin has been satisfied with the progress generally shown. He was indefatigable in assisting the work, and my special thanks are due to him for his efforts.

(Signed) J. H. NICHOLSON,  
Lieut. Colonel, A. E.,  
C. R. C.

6th June, 1918

Australian Corps Troops.

Subject—Honors and Commanding Rewards.

Officer Commanding  
Sixth U. S. Engineers.

1. I have great pleasure in informing you that the Field Marshal, Commanding-in-Chief, has, under authority granted by his Majesty, the King, awarded, for gallantry and devotion to duty in action, the Distinguished Service Order to yourself, and the following decorations to officers and other ranks of the Sixth U. S. Engineers under your command:

### THE MILITARY CROSS

First Lieut. W. V. Hill, Engrs., U. S. R., D Coy, 6th U. S. Engrs.  
Captain C. Davis ditto

### THE DISTINGUISHED CONDUCT MEDAL

No. 157681, RSM L. Bretz, 6th U. S. Engineers.

### THE MILITARY MEDAL

No. 157703 Col. Sgt. R. Sisemore, 6th U. S. Engrs.  
No. 157705 Sply. Sgt. H. G. Bumgardner, Hq. Det. 6th U. S.  
Engrs.  
No. 158202 Sgt. W. Lockwood, B Coy. 6th U. S. Engrs.  
No. 158053 Wagoner C. G. Duncan, B Coy. 6th U. S. Engrs.

2. I am very glad that the brilliant services rendered by you and by the officers and men under your command have received this mark of recognition. The generous co-operation of the Sixth United States Engineers, given as it was at a most critical moment of the battle, is deeply appreciated by the British Army and people.

3. You will be informed in due course of the arrangements which will be made for the presentation of the decorations.

4. I mourn the loss of your gallant comrades who have fallen and regret that owing to the regulations which govern the "im-

## 256 HISTORY OF THE SIXTH U. S. ENGINEERS

mediately rewards," their gallant and valuable services cannot be recognized by the bestowal of any decoration. May I request that you will convey to the relatives an expression of the great appreciation shared by myself and all ranks in this army of their self-devotion.

Headquarters Fourth Army,

24 May, 1918. G. O. L.

(Signed) RAWLINSON, General  
Commanding Fourth Army.

The Field Marshal Commanding-in-Chief has, under special authority granted by his Majesty, the King, awarded the Military Medal to:

No. 157702 Sgt. Bugler H. Hammaker, Hq. Det. 6th U. S. Engrs.

BY COMMAND OF MAJOR GENERAL HOWZE:

OFFICIAL:

ROBERT McCLEAVE,  
Colonel, General Staff,  
Chief of Staff.

MADISON PEARSON,  
Major Infantry,  
Adjutant.

caw

Distribution: All organizations to include companies

POST OF WASHINGTON BARRACKS, D. C.

Special Orders,  
No. 236

December 2, 1917.

1. Pursuant to instructions contained in telegram, Headquarters Eastern Department, dated November 14, 1917, the Sixth Regiment of Engineers, consisting of fifty (50) officers and 1,583 enlisted men, will proceed by rail from Washington Barracks, D. C., to Hoboken, N. J., reporting upon arrival to the commanding officer. The Quartermaster Corps will furnish the necessary transportation.

The travel directed is necessary in the military service.

BY ORDER OF COLONEL HARTS:

W. McL. Wolfe,  
Captain, Engineers, U. S. R.,  
Adjutant.

## HISTORY OF THE SIXTH U. S. ENGINEERS 257

### HEADQUARTERS AMERICAN EXPEDITIONARY FORCES,

Office of Chief Engineer.

February 8, 1918.

From: Chief Engineer, A. E. F.

To: Commanding Officer, Sixth Regiment Engineers.

Subject: Bridge Troops on duty with B. E. F.

1. Upon arrival at the British Front you will report to the Commanding General, Fifth Army, B. E. F., for instructions.

2. Major Lampert has been authorized to make four visits per month to the British Front in connection with the studies of bridge development which he has been directed to make by this office. It is desired that he be given all the assistance practicable in the collection of necessary data.

By command of Brigadier General Taylor:

(Signed) J. B. CRESS,  
Major, Corps of Engineers.

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It must be made known to all ranks that the situation of the British and French armies is extremely critical. Three days at least must elapse before fresh divisions can be brought up to counter-attack the enemy. The enemy's objective is AMIENS, and if he is allowed to capture that town the whole of the British Empire will be endangered. We have been told off to stop the enemy's advance or at worst hold it up for over these days on the line we now occupy. All ranks must realize that we must hold on here at all costs. Stop him we must to save the Empire and France.

(Signed) RAWLINSON.

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### MESSAGES AND SIGNALS

To: Right Sector. Senders No.: COF 20. Day of Month: 27.

Move the whole of the Americans under Colonel Hodges immediately to take up the line between the Villers-Bretonneux-Lamotte road and the Bois des Tailloux. Move to be carried out by American motor transport in relays if necessary. Ammunition, Lewis guns and rations to be taken. Line vacated by Americans must be held by you without further troops. Report completion of move to Colonel Swarder OC Left Sector at HQ

## 258 HISTORY OF THE SIXTH U. S. ENGINEERS

P14d Bois Devaire under whose orders American Detachment will come Report compliance to the office Acknowledge AAA Adjutant Right sector repeated Left sector.

Recd. 2.15 P.M. J.C. Hinton to Lore.

Adjutant F. S. C.

From Careys Force.

To Colonel Hodges, Sixth U S Engineers.

Carey's front line has been re-organized and I am in command of left sector from P-29 central to Somme in J-34 and you will command my right sub sector from my right flank to road inclusive is P16b9.9 AAA. The British troops meantime in your front are under your command and these have one (1) Vickers gun at about P16b88 and six Lewis guns at eastern edge of Bois des Tailloux and two near your left flank ans. Please distribute your command in depth and have Lewis guns carefully sited for enfilade fire and allow no dead ground. Please establish efficient liaison with sectors on your right and left and assist them if need be. Please send patrol to reconnoitre your front about Q13 & Q14. It is reported Germans are there Cancel my H13 dated 27th.

From O. C. Left sector

P 14 d 35

7.10 P M

## AUSTRALIAN CORPS.

Sixth U S Engineers relieved from Fourth British Army to rejoin their Division.

Headquarters Sixth U S Engineers.

Headquarters  
7th June, 1918.

Ref. Para. 8, Administrative Instructions 205 dated 4/6/18  
6th Regiment U S Engineers will move by rail on June 9th from Fourth Army area, entraining at Ailly sur Somme, detraining at Montmirail.

Rations for personnel and forage for animals for consumption to June 12th inclusive will be taken.

Rations for consumption 11th will be drawn from C. T. M. T. Coy. Salouel on 9th inst.

Rations for consumption 12th will be dumped at 6th U S Engineers Transport Lines Ailly sur Somme by C. T. M. T. Coy. on 9th inst.

## HISTORY OF THE SIXTH U. S. ENGINEERS 259

Time of departure of trains will be notified direct to 6th U S Engineers by Traffic Longpre.

R. A. ANDERSON, Capt.,  
Lieut. Colonel.  
A.Q3/4M.G., Australian Corps.

### MARNE ORDERS.

SECRET

FIELD ORDERS  
NO. 5

3rd Division  
France, 14 June 18.

Time: 11hr.

MAPS: 1:20,000 Conde-en-Brie.

1. The enemy holds the north bank of the Marne.

The 20th Division (French) occupies the sector to our right, and the 10th Division (French) occupies the sector to our left.

2. This Division will reorganize its defensive position south of the Marne. Our mission is to prevent the enemy from crossing that river.

3. (a) Instructions for the artillery will be issued in an annex. Artillery Commander will establish his P.C. with that of the Division Commander.

(b) Boundaries of the Division:

Eastern boundary: East end of Chartres Island—east edge of Mezy—Cross roads 700 M. Southeast of Mezy—1697—1890—1988—1980—1679—Le Souvrien Fme. (exclusive)—1167—Les Biez Fme. (exclusive)—Courboin (inclusive)—Montalvery—9403—La Fosse Gaudier Fme.

Western boundary Stream running north from les Eaux—les Eaux (exclusive)—northwest corner of woods E. of Nesles—Nesles (exclusive) E. edge of woods S.E. of LaMontagne—5140—5035—5027—laGiletterie (exclusive) St. Jean (inclusive) Point 109—la Gde Foret Fme.

The Divisional sector will be divided into two sectors by the line Champillon Fme.—Cross roads in l'Herbennerie—GDS, Rouqueux—Les Petite Bordeaux—Hill 222—(the last three points to the left sector).

There will be two general lines, as follows:

1. General line Etampes—Hill 186—Fossoy—Northern edge of woods N.W. of Crezancy—Moulins.

An advance post of one platoon of infantry and one section of machine guns will be placed at Mezy and vicinity.

Liaison will be established with flank divisions on this line.

A line of observation will be established along the southern bank of the river and patrolling will be active at night.

## 260 HISTORY OF THE SIXTH U. S. ENGINEERS

2. The line Nesles—FNE. aux Charmes—Le Rocq Fme—Launay.

Liaison will be established with flank divisions on this line.

(c) ASSIGNMENT OF TROOPS.

To the Eastern sector:

30th Infantry, less one battalion

1 Battalion 33rd C. I.

2 Companies 9th Machine Gun Battalion

To the Western sector:

38th Infantry, less one Battalion

1 Company 9th Machine Gun Battalion.

Troops will entrench. Bretelle positions will be prepared.

(d) Division reserve will consist of one battalion 30th Infantry at Courboin and one company 9th Machine Gun Battalion at les Corbeaux Farm.

The Army Corps reserve will consist of one Battalion of the 38th Infantry at Viffo.

(e) LOCATION OF TROOPS.

1. Right Sector:

The 33rd C. I. will organize a centre of resistance on Fossoy. The 30th Infantry will organize, with one battalion, a center of resistance on the hill N.E. of Fossoy. One Battalion 30th Infantry on the second line.

2. Left Sector:

1 Battalion, 38th Infantry to organize a center of resistance on hill 186 (S. of Blesmes)

1 Battalion 30th Infantry on the second line.

(f) Instructions for the Engineers, Signal Troops and Aviation will be issued in annexes.

(g) MACHINE GUNS.

One Machine Gun Battalion from the Regimental machine gun company will be attached to each infantry Battalion and take station therewith.

9th Machine Gun Battalion.

2 Companies 9th Machine Gun Battalion will be at the disposal of Commanding Officer, Right Subsector.

1 Company 9th Machine Gun Battalion will be at the disposal of Commanding Officer, Left Subsector.

1 Company 9th Machine Gun Battalion will be at the disposal of the Division Commander at les Corbeaux Ferme.

For Plan of Employment, see Annex 4.

(h) ENGINEERS.

6th Engineers, less one battalion, will be utilized in the construction of First Position and will be stationed:

## HISTORY OF THE SIXTH U. S. ENGINEERS 261

2 Companies—southern part of Bois d'Aigremont for work in the right subsector.

1 company at Fontaine aux Charmes for work in left subsector.

1 Battalion will be utilized for work on second position under direction of the Army Corps and will be stationed:

2 companies—les Grandes Bordeaux.

1 company—les Petite Bordeaux.

C.O. 6th Engineers will establish his P.C. with that of Divisional Commander.

(i) MOVEMENTS OF TROOPS TO EFFECT THIS REORGANIZATION WILL BE ORDERED LATER BY THE DIVISION.

4. Instructions for the Trains will be issued later.

5. Liaison combat groups will be established as follows:

Group "A"—At Mezy, one-half platoon Infantry with one-half platoon 20th Division, both under the command of a French Officer.

Group "B"—at eastern exit of Crezancy—a similar detachment under the Command of an American Officer.

Group "C"—at le Souvrien Ferme—similar detachment under command of a French Officer.

Group "D"—at Point 1067—a similar group under command of an American Officer.

Similar groups will be placed along the left boundary of the Division under arrangement to be made with the 10th Division.

Necessary liaison will be established between all units and Headquarters, under direction of the Brigade Commander.

### 6. POST OF COMMAND:

Division P. C.—La Doultre Chateau

5th Brigade P. C. Le Bochage Ferme

Right subsector P. C. La Rocq Ferme

Left subsector P. C. Grande Ballois Ferme (subject to change)

DICKMAN,  
Major General.

COPY.

### NOTE:

In case of attack the lines now held will be maintained.

The Engineers have been ordered to occupy the following positions:

1 Company on the General line Nesles—Fontaine-ux-Charmes.

2 Companies will occupy the northern edge of the Bois d'Aigremont

## 262 HISTORY OF THE SIXTH U. S. ENGINEERS

Stationary posts will be established by the Engineers on the roads between these two positions.

This is furnished for your information in connection with your plans of defense.

SHELDON,  
C. of S.

SECRET.

3rd Division U. S.  
France, 2 July 1918. 18 h

### FIELD ORDERS

No. 7

MAP: Conde-en-Brie

SCALE: 1:20,000

1. The enemy holds the north bank of the Marne River.  
The 125th Division (French) occupies the sector on our right; the 39th Division (French) occupies the sector on our left.
2. Our mission is to prevent the enemy from crossing the Marne River.

The Division will reorganize its position south of the Marne during and after the night of July 2/3 as per Division sectors shown in paragraph 3.

#### 3. (a) ARTILLERY

Instructions for the artillery will be prescribed in Annex 1. Artillery Commander will establish his P.C. with that of the Division Commander.

#### (b) BOUNDARIES OF THE DIVISION SECTOR:

Eastern boundary: Marne River at point 929.611—Min Ruine (Signal) Point 940.585—Monthurel (exclusive)—Montbazin (inclusive) Pertibout Fme. (inclusive).

Western boundary: Junction of main road Chateau-Thierry—Chierry and the railroad, about 700 meters north of Etampes—Etampes (exclusive)—road from Etampes to Petit Ballois as far as Southern edge of woods, 600 meters southeast of Nesles—Le Lumeron (inclusive) Cabane De Cantonner—La Gilettarie (exclusive)—St. Jean (inclusive) La Chapelle-Sur-Chezy.

(c) The Division sector will be divided into four subsectors known as follows:

West subsector BRASLES

West center subsector GLAND

East center subsector MONT ST. PERE.

East subsector CHARTEVES

Boundary between west and west center subsectors: Point 875.582 on Marne River north of Blesmes—Point 880.573 Les Aulnes

## HISTORY OF THE SIXTH U. S. ENGINEERS 263

**Bouillants Farm—La Motte—Essises** (all inclusive to west subsector).

Boundary between west center and east center subsectors: Marne river at mouth of small stream northwest of Fossoy—North edge of Fossoy—crossing of aqueduct and main road 300 meters east of Fossoy Chateau—west edge of Bois d'Aigremont to Point 9070—Tilvot Farm—Viffort (the last two points inclusive to west center subsector).

Boundary between east center and east subsector: Marne river at east end of Chartreves Island—crossing of railroad with Crezancy and Paroy road—Le Chanot—Le Donjon Farm—Montalvart—La Fosse Caudier Farm (all inclusive to east center subsector).

The Divisional Machine Gun officer will coordinate the action of all machine gun units and submit plans for their use. See Annex No. 2.

**(h) ENGINEERS.**

(In case of attack the Sixth Engineer Regiment will be at the disposal of the Division Commander.)

The Commanding Officer of the Sixth Engineers will exercise the supervision of technical work as prescribed in plan of works. He will detail one officer to act as Engineer Officer at P.C. of each subsector commander.

Two companies of Sixth Engineers are at the disposal of the Sixth Army for the organization of the second line positions. See Annex No. 3.

Headquarters of the Sixth Engineers will be at Pertibout Fme.

(i) THE NECESSARY MOVEMENT OF TROOPS TO EFFECT THIS REORGANIZATION WILL BE MADE THE SUBJECT OF SEPARATE ORDERS.

(j) PLANS OF SUPPLY, EVACUATION AND LOCATION OF TRAINS WILL BE ISSUED BY G-1. See Annex 4.

Regimental Commanders will designate the location of combat trains belonging to their units.

5. COMBAT LIAISON GROUPS WILL BE ESTABLISHED AND MAINTAINED AS FOLLOWS:

By the Commanding Officer of the East subsector:

Group A: On main road Varennes-Moulins at a point 600 meters west of Varennes.

Group B: At Min. Ruine.

Group C: On Paroy-Mon Rouge road at point 940.585.

By the Commanding Officer of the west subsector:

Group D: At crossing of Chateau-Thierry road and the Railroad.

Group E: At eastern exit of Etampes.

## 264 HISTORY OF THE SIXTH U. S. ENGINEERS

Group F: At road fork 858.561 in woods 600 meters N.E. of Nesles.

Each group will consist of one-half platoon American Infantry and one section of French Infantry.

An American Liaison officer will be attached to each group in command of the American troops belonging to it.

Groups A, D & F will be under French command, and groups B, C and E under American Command.

For Plan of liaison, see annex 5.

### 6. POSTS OF COMMAND.

Division, Chateau la Doultrie.

5th Brigade, Les Grands Bordeaux.

6th Brigade, Montbazin.

East subsector, Courtelin.

East center subsector, Bois d'Aigremont, point 1274.

West subsector, Grand Ballois.

West center subsector, Le Rocq Chateau.

J. T. DICKMAN,  
Major General.

3rd Division.  
France, 21 July, 1918. 14h

### FIELD ORDERS

No. 9

G-3

1. The enemy is reported in retreat along our entire front. The 39th Division has advanced on our left to the west of Bois de Barbillon. The 3rd Army Corps (French) is on our right, its left element being the 73rd Division.

2. The 38th Army Corps as a part of the VIth Army will take up the pursuit. The 3rd Division U S will cross the Marne, advancing in a northeasterly direction on the general line Le Charmel-Chalet de Villardelie.

Our mission is to gain and maintain contact with the enemy, inflict losses on his troops, and force him to continue his retreat.

3. (a) Boundaries of the Division.

East Boundary: Barzy (exclusive), Champoisy (exclusive).

West Boundary: Brasles (inclusive)—Cross road 800 meters northeast of la Maladrerie—la Theoderie—le Fosse Fme.

(b) Artillery.

The artillery will maintain its present positions and be prepared to fire on the southern edges of the woods in the line of advance, and support the advance of the Infantry.

Preparation will be made for the advance of the artillery by

## HISTORY OF THE SIXTH U. S. ENGINEERS 265

Aechelon as soon as suitable bridges are provided by the Engineers. The West groups will cross via Chateau-Thierry; The East Groups via Mont St. Pere.

### (c) Disposition of Troops.

The 7th Infantry will be assembled on Fossoy, and the 38th Infantry on Crezancy, preparatory to crossing the river at or near Mezy.

After crossing the Marne, these two Regiments will advance on le Charmel, the boundary between the regiments being the road le Psoutier Point 210—las Franques Fme.—le Charmel (to the left Regiment).

The 4th Infantry will cross the Marne at Chateau-Thierry and move on Brasles, thence eastward on the east and southern edges of Bois de Barbillon, cleaning up this area during its advance. It will be reformed in the vicinity of Mont St. Pere and will follow the advance of the 7th Infantry.

The 30th Infantry now in Division reserve will, upon receipt of orders, cross the Marne at Mezy and follow the line of march of the 38th Infantry.

### (d) Engineers.

The 6th Engineers will secure the material for and construct bridges in the vicinity of Mezy, using four companies for the purpose. Two companies will be placed at the disposition of the Commanding General 5th Brigade. After the crossing is affected, two companies 6th Engineers will be placed at the disposition of the Commanding General 6th Brigade.

The Division Engineer Officer will arrange with the 38th Army Corps for the repair of the partially destroyed Mezy-Charteves Bridge.

### (e) Method of Advance.

Each regiment will form an advance guard and will cover all roads in its sector by means of strong patrols.

Advance will be made in battle formation or in column, according to the degree of resistance encountered.

### Annex 3 to Field Order No. 7

### PLAN FOR THE USE OF ENGINEERS.

#### 1. DISTRIBUTION.

(a) The Commanding Officer, 6th Engineers, will designate one Company for work in each Regimental Subsector, the Commanding Officer thereof to be at all times in close liaison with the Regimental Commander. The Companies designated are stationed in their respective subsectors.

(b) The remaining two Companies, 6th Engineers, will remain

## 266 HISTORY OF THE SIXTH U. S. ENGINEERS

at the disposition of the Commanding Officer, 6th Engineers, stationed: one company south of St. Eugene, and one company at Viffort. These Companies will be used for work requiring technical skill throughout the Divisional Area.

### 2. CONSTRUCTION OF WORKS.

(a) The general lines to be followed for Division works are those laid down by the Division Commander, in compliance with orders from the Army Corps.

(b) The Division Engineer Officer will provide for the exact siteing of all works on the ground. He will consult with sub-sector and battalion commanders as to the tactical disposition of troops, the strength of various combat units, and the position of machine guns, one-pounders and other weapons requiring special emplacements. The trace of the works as decided upon by the Engineer Officer will be followed in all cases, the works to be constructed being proportioned in size to the strength of the garrisons with which it is intended to man them.

(c) Requisition for tools and special material will be submitted through the Engineer Officer in each Subsector.

3. Unit Commanders will provide working parties as requested by Engineer Officers and will designate the necessary number of officers and non-commissioned officers to insure control of the work. Engineer Officer will, however, be responsible for the tasks, the providing of tools and the designation of the work to be done.

4. A map showing daily and weekly progress of all works will be kept by the Division Engineer Officer, and copies furnished to the Division P.C. and the P.C.'s of units concerned periodically.

5. For the present the work will progress on the lines already laid out and will be expedited with a view to obtaining cover from shell-fire for every man in the Divisional area. Upon completion of the work of providing cover to withstand bombardment, work charts will issue periodically prescribing special works to be performed in the order of their importance.

### 6. ACTION OF ENGINEER UNIT IN CASE OF ATTACK.

(a) All Engineer Units at work or scattered through the area will, in case of attack, be formed in squads or detachments by the officers or non-commissioned officers in charge, and will report to the nearest Infantry Commander for orders.

(b) Engineer Units in rear of the Woods line will be immediately formed by Company and report made by telephone to this P.C., whereupon orders will issue.

7. P.C., 6th Engineers, PERTIBOUT.

## HISTORY OF THE SIXTH U. S. ENGINEERS 267

Received July 12th 1918, 7.00 P.M. Headquarters 6th Engineers.

### TRANSLATION.

Hq. 22 July 1918

VIth ARMY  
38th Army Corps  
Staff  
2nd Bureau  
No. 7053/2

### THE GERMAN ATTACK ON THE MARNE ALONG THE FRONT OF THE 38TH A. C., 15 July 1918.

The captured German documents, the statements of the prisoners and the study of the photographs permit the enemy operations to be reconstructed in its main outline.

#### ENEMY BATTLE ORDER.

##### (a)—*Attack Divisions.*

10" DIV. { 398" Inf. Regt.: Region Gland—Mont St. Pere  
6" Grenadiers: Mont St. Pere—Valley of the Surmelin  
47" Inf. Regt.: as support  
5" Grenadiers: Valley of the Surmelin—JAULGONNE.  
128" Inf. Rgt.: COURTEMONT \* REUILLY  
175" Inf. Rgt.: as support

Detachments of machine-gun marksmen and elements of Army pioneers reinforced these two Infantry Divisions for the operation.

These two Divisions had been subjected for several weeks to an intensive training in the Valley of la VESLE. It is to be noted that the 36th Division knew perfectly the sector of JAULGONNE, where it had crossed the MARNE previously towards the end of May, only to be driven from it by our counter-attack of June 3rd.

##### b)—*Division in Sector.*

10th Division Landwehr in line the 15th in the region of GLAND-VHARTEVES.

#### OBJECTIVES OF THE FIRST DAY AND SCHEDULE OF THE ATTACK.

The objectives to be reached on the day of the attack by 10 h. 40 in the morning are situated about 8 kilometres South of the MARNE and shown on the attached map—scale 1/20,000.

Time table of plan given by the documents (French time)  
o h. 10: Beginning of the Artillery preparation. The pontoons were brought up close to the edge of the water.

## 268 HISTORY OF THE SIXTH U. S. ENGINEERS

- 1 h. 55: The pontoons were placed in the water.
- 2 h. 00: The first Infantry elements moved towards the MARNE.
- 2 h. 10: The first Infantry troops crossed the MARNE.
- 2 h. 30: The Infantry advanced as far as the railroad track.
- 3 h. 50: Opening of the creeping barrage, the infantry starts for the attack.

A map showing the creeping barrage and the objectives to be reached was captured on an officer. A photographic reproduction is attached to the present memorandum.

The barrage advances by about 150 metres, every 7 to 12 minutes, according to the difficulties of the terrain.

The final objective was to be reached by X (hour of the opening of the creeping barrage) 630 minutes, or 10 h. 40.

Smoke shells were to neutralize certain regions shown on the map by zones of hatching. The points to be covered by the fire of the mortars are shown in stipple.

### CROSSING OF THE MARNE.

The MARNE was crossed before daybreak by the use of pontoons. Smoke clouds thrown out in the southern borders of the woods North of the MARNE covered the entire valley with an opaque cloud which was to permit the crossing of the MARNE in broad daylight.

The boats carrying about 20 soldiers made the trip back and forth by means of a rope stretched from one bank to the other.

The crossing points of each regiment are shown on the attached map.

### CAUSES OF THE GERMAN REPULSE.

The German Repulse in the region GLANC-JAULGONNE is due:

#### a)—Before the Attack

To the measures taken by the troops in sector and the artillery placed on the alert from the beginning of July (statements of prisoners, noises along the banks of the MARNE, movements behind the front).

To our probing fire which confirmed the fears of attack (explosions of ammunition dumps in zones where no battery had been seen in action).

#### b)—The day of the attack.

To an effective counter-preparation on the edge of the woods to the North of the MARNE, especially those of the BOIS de

## HISTORY OF THE SIXTH U. S. ENGINEERS 269

BARBILLON and de FERE, which caused disorder and indescribable confusion on units (the 398th Inf. Rgt. was unable to execute its mission as a result of this fire).

To our barrage fire on the MARNE itself which sank a certain number of pontoons, thereby reducing the volume of the attacking troops.

To the energetic resistance of the American troops and to the judicious use of the machine guns which held the enemy in the line of outposts and forced him to entrench himself.

To an immediate counter-attack launched on the morning of the 15th which almost entirely cleared the bend of MEZY and prevented any development of the local successes obtained at day-break.

The admission of the defeat is made by the prisoners, including a lieutenant acting as Battalion Commander, taken prisoner on July 15.

All state that:

The operation failed.

It can be continued only with the entry into line of fresh troops, which were not intended to be used immediately.

The 10th Division is said to be practically hors de combat as a result of the losses suffered.

### EXTRACTS FROM INTERROGATORIES OF PRISONERS.

*Prisoner of the 6th Grenadiers, Interrogatory of July 15.*

The fire of the American machine-guns prevented from the very start the advance of the German infantry. The 5th and 6th cos. took refuge in a ditch, where they were taken in reverse by the Americans and captured or destroyed.

Prisoners of the 398th, 6th, 5th Gren., etc. . . . Interrogatory of July 16th.

On July 15, at midnight, before the opening fire of the German artillery, our barrage was directed on the southern edge of the BOIS de Barbillon at the exact spot where the battalions were to debouch to descend to the MARNE.

The companies suffered heavy losses and were scattered in disorder in the woods. A N.C.O. counted 40 killed around him. Numerous wounded were evacuated towards the rear.

When our fire had been drawn in somewhat towards the MARNE, the men were assembled by platoons and half-platoons and crossed the river in small groups, in which were to be found men from all the companies. The equivalent of one battalion succeeded in reaching the south shore where the advance was very difficult. Some scattered Americans lying in the open fields caused the Germans very heavy losses. The resistance encoun-

## 270 HISTORY OF THE SIXTH U. S. ENGINEERS

tered by the 9th co. began to appear very serious at a point on a line with the road PAROY-MOULINS.

It was expected that the operation could be executed easily. The C.O. of the 9th Co. claims to have been much impressed by the attitude of the American troops who showed great skill in their employ of the terrain.

*Prisoner of the Tenth Division Army, Interrogatory of July 16.*

Five out of six of the pontoons having been sunk by our artillery concentration, the attack of one battalion was delayed by nearly an hour on account of the slowness of the crossing, and an indescribable confusion of units resulted.

*Prisoner of the 175th—Interrogatory of July 19th.*

At about 4 h. in the morning, the Second Battalion of the 175th moved to the southern edge of the BOIS de JAULGONNE with the intention of crossing the MARNE, but our prohibitive fire blocked the approach to JAULGONNE and the North bank of the MARNE. As it was impossible to cross the MARNE at this place, the Regiment skirted JAULGONNE through the ARGENTOL ravine, reached the S.W. border of la Foret de RIS and assembled by company in the park of the Chateau de BARZY.

The losses are said to have been especially heavy in the 5th Grenadiers.

5 pontoons were sunk with their full complement of 18 men. Those who may have succeeded in crossing are said to have been killed or captured. One company is mentioned which is said to have been reduced to 7 men.

The prisoner also speaks of heavy artillery losses in la Foret de RIS.

In the ARGENTOL ravine he saw one battery whose four (4) pieces were destroyed.

*Prisoner of the 372nd—Interrogatory of July 19th.*

The prisoner confirms the heavy artillery losses in la Foret de RIS.

### ST. MIHIEL ORDERS.

SECRET

3rd Division P. C.,  
France, 10 September, 1918, 21h.

ORDERS

NO. 225

G-3.

1. With reference to Field Orders No. 32, D day is announced as September 12.

This information is furnished Brigade and Regimental Commanders, through the medium of this order, and will be released

## HISTORY OF THE SIXTH U. S. ENGINEERS 271

by those Commanders, Sept. 11, to such Officers as they may deem necessary.

2. The 6th Engineers will be attached to 4th Corps under orders to be issued later. When so detached, the Engineer Train (less transportation necessary to transport tools for Infantry Regiments, as per Field Orders No. 32) will accompany the 6th Engineer Regiment, for the period of its detachment.

3. The assembly of Brigades in their positions in readiness will be completed before 4:00 A. M., September 12.

BY COMMAND OF MAJOR GENERAL BUCK:

ROBERT H. C. KELTON,  
Colonel, General Staff,  
Chief of Staff.

HEADQUARTERS THIRD DIVISION,  
AMERICAN EXPEDITIONARY FORCES,  
USAPO 740-17 September 1918.

### GENERAL ORDERS, No. 41.

The following corrected General Order from Headquarters 4th Army Corps, American Expeditionary Forces, France, and General Order No. 7, Headquarters 4th Army Corps, are published for the information of the members of the 3rd Division, 4th Army Corps:

#### "HEADQUARTERS IV ARMY CORPS

September 13, 1918.

#### CORRECTED COPY GENERAL ORDER No. 6

1. The Fourth Corps has defeated the enemy and driven him back on the whole Corps front. All objectives were reached before the time prescribed in orders, a large number of prisoners and a considerable amount of booty captured. The rapid advance of the Corps, in conjunction with the action of the other elements of the First Army, rendered the St. Mihiel salient untenable to the enemy, who has retreated.

2. The greatest obstacle to the advance was thought to be the enemy wire which presented a problem that caused anxiety to all concerned. The Corps Commander desires to express in particular his admiration of the skill shown by the small groups in the advance battalions and their commanders in crossing the hostile wire and in general to express his appreciation of the

## 272 HISTORY OF THE SIXTH U. S. ENGINEERS

high spirit and daring shown by the troops, and the rapidity and efficiency with which the operation was conducted.

BY COMMAND OF MAJOR GENERAL DICKMAN:

STUART HEINTZELMAN,  
Chief of Staff.

Official:

PHILIP L. SCHUYLER,  
Adjutant.

### HEADQUARTERS IV ARMY CORPS.

September 15, 1918.

#### GENERAL ORDER,

No. 7

The Corps Commander is pleased to transmit to the command the following telegram received by the Commander-in-chief:

'My dear General, The first American Army under your command on the first day has won a magnificent victory by a maneuver as skilfully prepared as it was valiantly acted. I extend to you as well as to the officers and to the troops under your command my warmest compliments.—Marshal Foch.'

By command of Major General Dickman:

STUART HEINTZELMAN,  
Colonel, General Staff,  
Chief of Staff.

OFFICIAL:

PHILIP L. SCHUYLER,  
Major, Infantry,  
Adjutant.

#### BY COMMAND OF MAJOR GENERAL BUCK:

ROBERT H. C. KELTON,  
Colonel, General Staff,  
Chief of Staff.

OFFICIAL:

E. A. JEUNET,  
Colonel, 35th Infantry,  
Adjutant.

Headquarters IV Corps,  
14 Sept., 18.

C. O. 6th Engineers.

Your regiment is relieved from further duty with this Corps and you will report to the Commanding General, 3rd Division, for duty.

## HISTORY OF THE SIXTH U. S. ENGINEERS 273

You will move tonight with the 3rd Division to the BOIS de LAGNEY.

All precautions should be taken to conceal move by sending usual parties to reconnoiter route and bivouac.

By command of Major General Dickman:  
Lieut. Colonel, General Staff.

### DECORATIONS AND CITATIONS.

#### Distinguished Service Medal:

**COLONEL EDMUND L. DALEY**, Sixth U. S. Engineers. Next of kin: Wife, Mrs. Edmund L. Daley, 131 Stratford Avenue, Aldan, Pennsylvania.

"In the Bois de Fays, from October 14 to October 26, 1918, Colonel Daley, under continuous harassing fire during which losses were considerable, by his example of endurance, cheerfulness and high courage, was a constant source of inspiration for both officers and men of his command."

**PRIVATE, 1ST CLASS, DAN GILTS**, 158435, Company C, Sixth Engineers, for extraordinary heroism in action near Crezancy, France, on the 15th of July, 1918 (Posthumous award).

"After being wounded Private Giltz was being evacuated when he discovered that all ammunition carriers of a nearby battery had been disabled. He insisted on being allowed to do this work, and, despite another wound, he continued to carry up ammunition until the battery was completely put out of action."

**PRIVATE FRANK J. GOLDCAMP**, 158151 (deceased). For deeds performed northwest of the Bois de Vaire on the 28th day of March, 1918. (Posthumous award.)

"Private Frank J. Goldcamp did, accompanied by Wagoner C. G. Duncan, bravely and without regard for his own personal danger, proceed to the place where Sergeant E. Gray Swingle lay mortally wounded and attempt to remove him to a less exposed place. This advance was made under heavy rifle and machine-gun fire. While attempting to move Sergeant Swingle, Private F. J. Goldcamp was killed."

The Commander-in-Chief has awarded Distinguished Service Crosses to the following:

**FIRST LIEUTENANT EDWARD ELLSWORTH, JR.** (deceased), Sixth Engineers, for extraordinary heroism in action at Clair Chenes Woods, France, on the 20th of October, 1918.

## 274 HISTORY OF THE SIXTH U. S. ENGINEERS

"When two machine gun nests were holding up the advance of his company, Lieutenant Ellsworth took three soldiers and by daring and skillful maneuvering captured both guns. Later in the day Lieutenant Ellsworth charged another machine gun nest and was killed."

**FIRST LIEUTENANT KNOX B. BIRNEY** (deceased), Sixth Engineers, for extraordinary heroism in action at Claire Chenes Woods, France, on October 20, 1918.

"Previous to the attack on the Claire Chene Woods, Lieutenant Birney, with twelve (12) men, gallantly charged a number of machine gun nests across an open field. These machine guns had held up the attack for nearly two hours. On his own initiative he took twelve (12) men from his platoon, charged across the open field, cleared out the nests, and sent forty-two prisoners to the rear. In attacking other nests further to the flank he was killed. By his extraordinary heroism and action beyond his duty it was possible for the attacking troops to cross the open and gain the woods with reduced casualties. But for his action the attack would have been held up indefinitely, and our troops would have reached the wood with insufficient men to hold it after its capture."

**SERGEANT GRAY E. SWINGLE** (deceased), Sixth Engineers, was in command of a patrol sent out near Bois des Tailloux on March 28, 1918. The patrol came under hostile machine-gun fire and Sergeant Swingle was mortally wounded. He gave instructions to the men to take back to their Company Commander and ordered them to leave him, as the patrol was under fire and would, in all probability, be wiped out. Sergeant Swingle died within the enemy lines.

**PRIVATE JACOB E. TEISETH** (deceased), Medical Detachment, Sixth Engineers, for extraordinary heroism in action at Claire Chenes Woods, France, on the 20th of October, 1918.

"Private Teiseth advanced in the attack with the company to which he was attached and worked constantly under heavy machine-gun and rifle fire searching for the wounded and superintending their evacuation. While engaged in this work in the open under machine-gun fire he was killed."

**CAPTAIN KENNETH S. LITTLEJOHN**, Sixth Engineers, at Claire Chenes Woods, France.

"Captain Littlejohn reorganized three Engineer Companies, after they had retired from the woods, and by his personal example

## HISTORY OF THE SIXTH U. S. ENGINEERS 275

of daring and bravery led the men against the enemy machine guns posted in the edge of the woods and in the open field to the right. His action resulted in the capture of the Claire Chenes Woods."

### SECOND LIEUTENANT SHERMAN G. HARRIMAN, Sixth Engineers, for extraordinary heroism in action near Crezancy, France, on the 15th-16th of July, 1918.

"Assisting in the removal of the wounded, Lieutenant Harriman, then Sergeant, drove an ambulance throughout the entire night, continuing until several hits by the enemy completely disabled his machine. The next morning he led his men into trenches through an intense shelling and remained in command for twelve (12) hours after being wounded."

### WAGONER PATRICK C. DONNELLY, 158042, Sixth Engineers.

"Wagoner Patrick C. Donnelly did, fearlessly and without regard to his own personal danger, place himself in an exposed position and under direct observation of and within rifle fire of the Germans to cover the attempted rescue of Sergeant E. Gray Swingle by C. G. Duncan and Private Frank J. Goldcamp. Wagoner Donnelly remained in this exposed position until the rescue party had returned."

### PRIVATE GEORGE M. KENNEDY, Engineer Train, Sixth Engineers, for extraordinary heroism in action near Malancourt, France, on the 2nd of October, 1918.

"About 2:30 A. M. Private Kennedy was on guard in a corral when a shell landed, wounding some of the men and killing several animals. He immediately awakened the occupants of the camp and returned to his post, finding that another shell had struck, wounding several more men and killing more horses. Private Kennedy went to a wagon, where a sick soldier lay helpless, and succeeded in carrying him and leading a badly wounded soldier away from the spot. While thus engaged a third shell struck, wounding one man and violently throwing all three men to the ground. Private Kennedy arose and carried the helpless soldier to a safe dugout, where he was given first aid. He then returned to the corral to assist other wounded."

### SPECIAL ORDERS NO. 58

The Commanding General takes great pleasure in publishing the names of and the deeds performed by the following named persons, as being well worthy of emulation and praise:

## 276 HISTORY OF THE SIXTH U. S. ENGINEERS

### MAJOR DONALD B. ADAMS (then captain), Sixth U. S. Engineers.

"At Claire Chenes Woods, on October 20, 1918, Captain Adams led his Company with most conspicuous bravery in the attack. With the utmost coolness he took his Company across an open field swept by machine-gun and rifle fire, led them into the woods, capturing prisoners and cleaning out machine gun nests. Upon reaching the front of the woods he found that his company was in danger of being cut off, whereupon he led them back through the woods in a line of skirmishers, capturing more prisoners. His company was led back without a disorganization under heavy machine-gun and rifle fire. Later he led his company again across the open to the woods, which had been reoccupied by the enemy. Throughout the following six days he remained in the woods, while it was held against counter-attacks, and consolidated his position. His coolness and extraordinary bravery throughout the action was largely responsible for the capture and holding of the woods."

### CAPTAIN WILLIS G. WHITTEN, Sixth U. S. Engineers.

"At Claire Chenes Woods, on October 20, 1918, Captain Willis G. Whitten acted with extreme coolness and bravery in the handling of his detachment in the seven days' action in which the Claire Chenes Woods were captured and held. The success of the action was due greatly to his resourcefulness and constant watchfulness and intelligent command of his men."

### MASTER ENGINEER A. G. OLIVER, Sixth U. S. Engineers.

"At Claire Chenes Woods, on October 20, 1918, Master Engineer A. G. Oliver, 157638, organized first aid parties in the open, under enemy rifle and machine-gun fire, and in daylight, under direct observation of the enemy, carried and helped to carry wounded back to a dressing station. Some of these men had lain in the open all morning, and many would have undoubtedly died of exposure but for his untiring work. He did work beyond his duty and showed absolute disregard for his own personal safety. His work was at all times inspiring to those serving under him."

## ROSTER

Adamski, Walter, Pvt. Co. A.  
 Adair, James B., Pvt. Co. A.  
 Adlor, Frank J., Pvt. Co. A.  
 Anderson, Alfred C., Pvt. Co. A.  
 Anderson, Earl G., 2nd Lt. Co. A.  
 Arnold, Husaw, Pvt. Co. A.  
 Apple, August E., Pvt. Co. A.  
 Asbjorenson, Kilmar P., Pvt. Co. A.  
 Andrews, Charles A., Pvt. Co. A.  
 Avery, Oliver E., Pvt. Co. A.  
 Aubol, George N., Pvt. Co. A.  
 Auger, Arthur J., Pvt. Co. A.  
 Ayala, Gerald A., Pvt. Co. A.  
 Ayers, Emery E., Pvt. Co. A.  
 Aubrey, George, Pvt. 1 cl. Co. A.  
 Allen, Cac M., Cpl. Co. A.  
 Allen, Robert R., Capt. Med. Det.  
 Anderson, Joseph G., Sgt. Med. Det.  
 Allen, Tom J., 1st Lt. Co. B.  
 Allen, Ralph H., Cpl. Co. B.  
 Altobell, Frank, Pvt. 1 cl. Co. C.  
 Anderson, Andrew J., Pvt. 1 cl. Co. C.  
 Arbogast, Henry V., Pvt. 1 cl. Co. C.  
 Abbott, Lendell M., Pvt. Co. C.  
 Abitanto, Salvatore, Cpl. Co. C.  
 Allen, George E., Pvt. Co. C.  
 Ampter, Theodore J., Pvt. Co. C.  
 Anderson, Alexius, Pvt. Co. C.  
 Ayers, Robert D., Pvt. Co. C.  
 Adams, Ralph A., Pvt. Co. C.  
 Ashbuin, Tony, Pvt. Co. C.  
 Applegate, Chester, Corp. Co. A.  
 Austin, James A., Corp. Co. C.  
 Ainsworth, Dean F., Sgt. Co. D.  
 Amos, Louis H., Pvt. 1 cl. Co. D.  
 Andronowski, Andy, Corp. Co. D.  
 Applebee, Anthony F., Pvt. 1 cl. Co. D.  
 Anderson, Frank E., Corp. Co. D.  
 Atkinson, Edward, Pvt. 1 cl. Co. D.  
 Atwood, Loomis, Pvt. Co. D.  
 Aiverett, Ernest, Pvt. 1 cl. Co. D.  
 Axtell, Albert E., Sgt. Co. D.  
 Ayers, Phillip, Pvt. 1 cl. Co. D.  
 Allman, Forest, Pvt. 1 cl. Hqrs.  
 Allen, Charles S., 1st Lt. H. Q. Co.  
 Alldred, Shelby S., 2nd Lt. Co. E.  
 Alt, Jacob W., 2nd Lt. Co. E.  
 Abbott, Stanford, Sgt. Co. B.  
 Atamasovich, Alex., Pvt. 1 cl. Co. B.  
 Allen, Harold J., Pvt. Co. B.  
 Anderson, Vernon, Pvt. Co. B.  
 Addington, Herbert B., Pvt. Co. B.  
 Allen, Walter F., Pvt. Co. B.  
 Allen, William E., Cpl. Co. E.  
 Adams, Robert, Pvt. Co. B.  
 Anderson, Robert A., Pvt. Co. B.  
 Ashley, George W., Pvt. Co. B.  
 Ahlquist, Louis S., Pvt. 1 cl. Co. E.  
 Angelo, Anthony, Pvt. 1 cl. Co. E.  
 Armstrong, Frederick J., Pvt. 1 cl. Co. E.  
 Armstrong, John E., Pvt. 1 cl. Co. E.  
 Allen, R. N., 2nd Lt. Co. F.  
 Anderson, John Hall, 2nd Lt. Co. F.  
 Adtkins, Avermont, Pvt. 1 cl. Co. F.  
 Appleton, Ray, Pvt. 1 cl. Co. F.  
 Anderson, Fred, Pvt. 1 cl. Co. F.  
 Abel, Sidney J., Pvt. Co. E.  
 Angle, Joseph E., Pvt. Co. E.  
 Arnan, Louis J., Pvt. Co. E.  
 Adams, Donald B., Maj. H. Q.  
 Adams, John M., Pvt. 1 cl. Co. C.  
 Ashenfelter, Charles L., Pvt. Co. E.  
 Ashton, Charles, Pvt. Co. E.  
 Atwell, Cleveland V., Pvt. Co. E.  
 Ayles, George E., Pvt. Co. E.  
 Armstrong, Louis J., Pvt. Co. F.  
 Adams, John P., Pvt. Co. F.  
 Ammons, Charles L., Pvt. Co. F.  
 Anderson, Charles L., Pvt. Co. F.  
 Anderson, Robert E., Pvt. Co. F.  
 Adelman, David A., Wag. Field Tr.  
 Anderson, Arthur N., Pvt. Field Tr.  
 Anderson, Robert, Corp. Co. F.  
 Ashe, Edmund T., Cpl. Co. B.  
 Applequist, L. J., Pvt. 1 cl. Co. B.  
 Askern, Russell G., Pvt. Co. B.  
 Allman, Foster E., Pvt. 1 cl. Co. B.  
 Antill, Arthur L., Cpl. Co. F.  
 Anderson, Robert H., Cpl. Co. F.  
 Askey, Geo. S., Pvt. 1 cl. Co. B.  
 Anderson, Gustave H., Pvt. 1 cl. F. T.  
 Ackerman, Russell G., Pvt. Fld. Tr.  
 Abbott, Clement C., 1st Lt. Co. D.

## 278 HISTORY OF THE SIXTH U. S. ENGINEERS

Allen, Charles S., 1st Lt. Co. F.  
 Austin, Harry, Maj. H. Q. Co.

Bernfelth, Edwin, Sgt. 1 cl. Co. F.  
 Bennett, Walter J., Sgt. Co. F.  
 Brodrick, Warren T., Sgt. Co. F.  
 Baker, Claude, Cpl. Co. F.  
 Brown, Charles F., Cpl. Co. F.  
 Bergstrom, Adolph H., Cpl. Co. F.  
 Babbitt, George W., Cpl. Co. F.  
 Brennar, Ruben J., Cpl. Co. F.  
 Bonnar, William, Pvt. 1 cl. Co. F.  
 Brunk, Calvin V., Pvt. 1 cl. Co. F.  
 Black, William J., Pvt. 1 cl. Co. F.  
 Bury, Robert L., Pvt. 1 cl. Co. F.  
 Borio, John L., Pvt. 1 cl. Co. F.  
 Blackburn, Julius M., Pvt. 1 cl. Co. F.  
 Burdette, George N., Pvt. 1 cl. Co. F.  
 Burridge, George, Pvt. 1 cl. Co. F.  
 Baker, Samuel C., Pvt. 1 cl. Co. F.  
 Black, Herbert E., Pvt. Co. F.  
 Burns, Harry, Pvt. Co. F.  
 Baker, Claude, Pvt. Co. F.  
 Brady, Harry J., Pvt. Co. F.  
 Brame, Luther F., Pvt. Co. F.  
 Brookins, Earl, Pvt. Co. F.  
 Biller, Bernard, Pvt. Co. F.  
 Bower, Emmitt T., Pvt. Co. F.  
 Boyle, Leo H., Pvt. Co. F.  
 Breaden, George W., Pvt. Co. F.  
 Brown, Albert C., Pvt. Co. F.  
 Barber, Roy, Pvt. Co. F.  
 Bach, Alfred H., Pvt. Co. F.  
 Beck, Arthur C., Pvt. Co. F.  
 Barton, Charles B., Pvt. Co. F.  
 Berman, Louis, Pvt. Co. F.  
 Bonkowski, Alexander, Pvt. Co. F.  
 Bramm, Percy W., Pvt. Co. F.  
 Brady, William V., Pvt. Co. F.  
 Bryenton, Edgar, Pvt. Co. F.  
 Burlew, Harry A., Pvt. Co. F.  
 Burton, Donald I., Pvt. Co. F.  
 Bishop, Lawrence C., Captain Co. A.  
 Bowley, Bennet H., Jr., Captain, Co. A.  
 Birney, Knox B., 1st Lt. Co. A.  
 Bauersock, Clarence, 1st Lt. Co. A.  
 Beck, Albin O., and Lt. Co. A.  
 Beaumont, Frederick, Sgt. Co. A.  
 Biery, Leland C., Sgt. Co. A.  
 Barr, David R., Cpl. Co. A.  
 Betty, Herbert, Cpl. Co. A.  
 Biglow, Kemp V., Cpl. Co. A.  
 Bloxon, Cameron, Cpl. Co. A.  
 Bluemel, Ernest, Cpl. Co. A.  
 Badenstein, Alexander, Cpl. Co. A.  
 Bougter, Luke, Cpl. Co. A.  
 Brown, George F., Cpl. Co. A.  
 Bitter, Ervin H., Cook, Co. A.  
 Bolling, William, Cook, Co. A.  
 Bower, Frank, Wagoner, Co. A.  
 Brose, Richard F., Pvt. 1 cl. Co. A.  
 Barnie, James M., Pvt. 1 cl. Co. A.  
 Bersani, Pietro, Pvt. 1 cl. Co. A.

Brown, Lowell L., Pvt. 1 cl. Co. A.  
 Bonner, George J., Pvt. 1 cl. Co. A.  
 Bean, Frank L., Pvt. 1 cl. Co. A.  
 Boynton, Kenneth J., Pvt. 1 cl. Co. A.  
 Bighouse, Peter, Pvt. 1 cl. Co. A.  
 Billman, Lester R., Pvt. 1 cl. Co. A.  
 Bernabie, Ralph, Pvt. Co. A.  
 Barr, John R., Pvt. Co. A.  
 Bardeer, Wilbur E., Pvt. Co. A.  
 Beckerleg, Homer J., Pvt. Co. A.  
 Beeman, Delbert S., Pvt. Co. A.  
 Bielitz, Helmar P., Pvt. Co. A.  
 Brennan, Joseph J., Pvt. Co. A.  
 Bronwich, Walden, Pvt. Co. A.  
 Burley, John W., Pvt. Co. A.  
 Barry, John J., Pvt. Co. A.  
 Bleeser, Arnold C., Pvt. Co. A.  
 Bourdet, George A., Pvt. Co. A.  
 Bora, Albert, Pvt. Co. A.  
 Bailey, James M., Pvt. Co. A.  
 Baker, Albert A., Pvt. Co. A.  
 Barron, Joseph, Pvt. Co. A.  
 Borton, Frank, Pvt. Co. A.  
 Baumeyer, Edward, Pvt. Co. A.  
 Brown, Hugh F., Pvt. Co. A.  
 Brinkmuir, Casper, Pvt. Co. A.  
 Blackmore, Frank W., Pvt. Co. A.  
 Boe, John, Pvt. Co. A.  
 Bopp, Rudolph L., Pvt. Co. A.  
 Bupp, Earl E., Pvt. Co. A.  
 Bailey, Herman W., Pvt. Co. A.  
 Barnes, George M., Pvt. Co. A.  
 Barron, Wiley C., Pvt. Co. A.  
 Baumeister, Edwin, Pvt. Co. A.  
 Brainard, Hubert E., Pvt. Co. A.  
 Burnaugh, Claude E., Pvt. Co. A.  
 Brenner, Collie H., Pvt. Co. A.  
 Bliss, Edward G., Capt. Co. B.  
 Beck, William, and Lt. Co. B.  
 Brown, Clarence H., and Lt. Co. B.  
 Boo, Charles W., Sgt. 1 cl. Co. B.  
 Boyle, John G., Sgt. Co. B.  
 Breneman, Amos L., and Lt., Co. F.  
 Bloomer, Fred W., Sgt. Co. B.  
 Bachle, Fred, Sgt. Co. B.  
 Bohde, Clarence C., Cpl. Co. B.  
 Bourassa, Emil J., Cpl. Co. B.  
 Baker, Cecil B., Cpl. Co. B.  
 Bennett, Otis C., Cpl. Co. B.  
 Bryano, Custa, Cpl. Co. B.  
 Burdette, John B., Cpl. Co. B.  
 Barnhard, Benjamin, Cook Co. B.  
 Beebe, Arleigh, Horseshoer, Co. B.  
 Babel, Edward B., Wag. Co. B.  
 Bassett, Harvey R., Pvt. 1 cl. Co. B.  
 Barnes, Clarence, Pvt. 1 cl. Co. B.  
 Bato, Reginald, Pvt. 1 cl. Co. B.  
 Baumgartner, Emil, Pvt. 1 cl. Co. B.  
 Blakeley, Louis, Pvt. 1 cl. Co. B.  
 Blakeney, Gordon, Pvt. 1 cl. Co. B.  
 Brown, Charles H., Pvt. 1 cl. Co. B.  
 Bakeman, Harry, Pvt. Co. B.  
 Benscoter, Wilber A., Pvt. Co. B.  
 Bostwick, Eugene, Pvt. Co. B.  
 Bower, Freeman, Pvt. Co. B.

## HISTORY OF THE SIXTH U. S. ENGINEERS 279

Bronner, Hellis, Pvt. Co. B.  
 Brownell, Merton, Pvt. Co. B.  
 Brownell, Ray, Pvt. Co. B.  
 Burk, Frederick, Pvt. Co. B.  
 Bascom, Murray, Pvt. Co. B.  
 Baska, Stephen, Pvt. Co. B.  
 Blake, John, Pvt. Co. B.  
 Breault, Henry, Pvt. Co. B.  
 Byers, Robert, Pvt. Co. B.  
 Blackmer, Myron K., Capt. Co. C.  
 Brooks, George J., Capt. Co. C.  
 Browne, Clarence, 2nd Lt. Co. C.  
 Bail, Hamilton V., 1st Lt. Co. C.  
 Briggs, James H., Sgt. Co. C.  
 Baker, William N., Cpl. Co. C.  
 Behre, Henry A., Cpl. Co. C.  
 Bauer, Edward A., Cpl. Co. C.  
 Boothroyd, Thomas E., Cpl. Co. C.  
 Bowler, Daniel F., Cpl. Co. C.  
 Bopp, Lynn, Cook Co. C.  
 Bunt, John G., Cook Co. C.  
 Bullock, James P., Cook Co. C.  
 Bailey, Flem, Pvt. 1 cl. Co. C.  
 Bakeman, Frank W., Pvt. 1 cl. Co. C.  
 Baker, Oliver K., Pvt. 1 cl. Co. C.  
 Bassette, Joseph E., Pvt. 1 cl. Co. C.  
 Barrantine, Albert, Pvt. 1 cl. Co. C.  
 Bennett, Dalton E., Pvt. 1 cl. Co. C.  
 Bjork, Joel W., Pvt. 1 cl. Co. C.  
 Boyd, Oscar S., Pvt. 1 cl. Co. C.  
 Brown, Berry E., Pvt. 1 cl. Co. C.  
 Brown, Henry D., Pvt. 1 cl. Co. C.  
 Brown, James O., Pvt. 1 cl. Co. C.  
 Bruce, James J., Pvt. 1 cl. Co. C.  
 Barbour, Graville, Pvt. Co. C.  
 Barfield, John, Pvt. Co. C.  
 Barrett, Walter J., Pvt. Co. C.  
 Bartoli, Julius A., Pvt. Co. C.  
 Bass, John, Pvt. Co. C.  
 Bendzelawski, Charles, Pvt. Co. C.  
 Bieber, Charles J., Pvt. Co. C.  
 Beason, Charles, Pvt. Co. C.  
 Beck, John A., Pvt. Co. C.  
 Bergen, Samuel, Pvt. Co. C.  
 Blood, Earl T., Pvt. Co. C.  
 Boehm, Frederick, Pvt. Co. C.  
 Bordeleau, John, Pvt. Co. C.  
 Bridge, Frank, Pvt. Co. C.  
 Bower, Ray, Pvt. Co. C.  
 Burke, Theodore J., Pvt. Co. C.  
 Bullman, Douglas, Pvt. Co. C.  
 Bahel, Frank, Sgt. Co. D.  
 Bailey, John R., Pvt. 1 cl. Co. D.  
 Baker, Stanley A., Cpl. Co. D.  
 Balardini, Pietro, Horseshoer Co. D.  
 Barry, Bernard J., Pvt. Co. D.  
 Barrand, Ervin W., Sgt. Co. D.  
 Bauer, Joseph, Cook Co. D.  
 Barwood, Eugene A., Pvt. 1 cl. Co. D.  
 Barwood, Peter A. W., Pvt. Co. D.  
 Beckett, Merrill A., Sgt. 1 cl. Co. D.  
 Beers, Otto E., Pvt. 1 cl. Co. D.

Benton, Malan A., Horseshoer Co. D.  
 Berriman, James B., Pvt. Co. D.  
 Bell, Robert L., Cpl. Co. D.  
 Belyev, Nathan, Pvt. Co. D.  
 Benson, Rudolph B., Pvt. Co. D.  
 Bentzon, Paul A., Pvt. Co. D.  
 Bledg, Isadore, Pvt. Co. D.  
 Blessing, Alexander F., Pvt. Co. D.  
 Bleier, John L., Sgt. Co. D.  
 Bloch, Oscar M., Cpl. Co. D.  
 Borkowski, Stanley C., Pvt. Co. D.  
 Borsoth, Alfred M., Pvt. Co. D.  
 Bozza, Frank A., Pvt. Co. D.  
 Bower, Errett M., Pvt. 1 cl. Co. D.  
 Bourke, Charles E., Sergeant, Co. D.  
 Bossi, Constant, Sergeant, Co. D.  
 Brady, James, Cpl. Co. D.  
 Breck, Charles, Pvt. Co. D.  
 Brown, Walter D., Sgt. Co. D.  
 Bruce, John H., Pvt. Co. D.  
 Brightman, Charles H., Pvt. Co. D.  
 Brown, Cleo C., Pvt. Co. D.  
 Buchanan, Stanley A., Pvt. 1 cl. Co. D.  
 Buelna, Andrew M., Pvt. Co. D.  
 Burke, Robert, Sgt. 1 cl. Co. D.  
 Burton, Clarence, Pvt. Co. D.  
 Burns, Darne B., 1st Lt. Co. D.  
 Bernd, Leo H., Major M. C.  
 Bird, Stephen T., Capt. D. C.  
 Birren, Hubert G., 1st Lt. D. C.  
 Becker, Fred C., Cpl. Med. Dept.  
 Bickstein, Howard, Pvt. 1 cl. Med. Corps.  
 Bossert, Andrew T., Pvt. 1 cl. Med. Corps.  
 Blackstein, William G., Wag. Engr. Train.  
 Baker, George F., Sgt. Engr. Train.  
 Blake, Jasper J., Wagoner Train.  
 Black, John E., Private Train.  
 Bjorge, Adolph, Wag. Engr. Tr.  
 Bloss, Edward P., Wag. Engr. Tr.  
 Bryant, Charles E., Wag. Engr. Tr.  
 Brookins, Earl F., Saddler. Engr. Tr.  
 Burns, Harry J., 1st Sgt. Engr. Tr.  
 Branger, Philip, Pvt. Engr. Tr.  
 Boyle, Frank J., Pvt. 1 cl. Engr. Tr.  
 Barry, Curtis S., 1st Lt. Co. E.  
 Boyd, Adson B., 1st Lt. Co. E.  
 Burgman, George F., Sgt. 1 cl. Co. E.  
 Bock, Harry E., Sgt. 1 cl. Co. E.  
 Buckley, Percy L., Sgt. Co. E.  
 Burns, Harry J., Cpl. Co. E.  
 Banfield, James L., Cpl. Co. E.  
 Berthold, Michael, Cpl. Co. E.  
 Burkhardt, Reindeld, Cpl. Co. E.  
 Brady, Hobart G., Cpl. Co. E.  
 Bazzarone, Secundo, Cook, Co. E.  
 Baier, August, Wag. Co. E.  
 Bailey, William A., Pvt. 1 cl. Co. E.  
 Barnes, William B., Pvt. 1 cl. Co. E.  
 Bate, Cyril, Pvt. 1 cl. Co. E.

280 HISTORY OF THE SIXTH U. S. ENGINEERS  
 Brunner, Heinrich, M. E. S. G., Hq. Co.

Battles, Tyrao, Pvt. 1 cl. Co. E.  
 Beavers, Emory, Pvt. 1 cl. Co. E.  
 Blume, Frank J., Pvt. 1 cl. Co. E.  
 Brock, William A., Pvt. 1 cl. Co. E.  
 Brown, Clarence J., Pvt. 1 cl. Co. E.  
 Brown, Harold E., Pvt. 1 cl. Co. E.  
 Burdine, William R., Pvt. 1 cl. Co. E.  
 Bail, John C., Pvt. Co. E.  
 Bauer, George, Pvt. Co. E.  
 Beckstead, Frank M., Pvt. Co. E.  
 Bergam, Samuel, Pvt. Co. E.  
 Bergstrom, Fritz H., Pvt. Co. E.  
 Beigler, Edwin F., Pvt. Co. E.  
 Blackhall, James R., Pvt. Co. E.  
 Blesi, John C., Pvt. Co. E.  
 Blonder, Benjamin, Pvt. Co. E.  
 Brandstetter, Henry J., Pvt. Co. E.  
 Brooks, Ernest C., Pvt. Co. E.  
 Bromley, Samuel, Pvt. Co. E.  
 Bryant, Charles E., Pvt. Co. E.  
 Burke, James D., Pvt. Co. E.  
 Burns, William J., Pvt. Co. E.  
 Burn, Walter P., Capt. Co. F.  
 Baker, H. W., 1st Lt. Co. F.  
 Bowman, John R., 2nd Lt. Co. F.  
 Brookshire, Willie S., 1st Sgt. Co. F.  
 Bretz, Louis, M. E. H. Q.  
 Bloom, Fred E., M. E. H. Q.  
 Broomall, Fred A., M. E. H. Q.  
 Boo, Charles F., M. E. H. Q.  
 Burgman, George F., M. E. H. Q.  
 Bumgardner, Harold G., Sgt. 1 cl. H. Q.  
 Burkhardt, John A., Col. Sgt. H. Q.  
 Babel, Edward B., Wagoner H. Q.  
 Bolanz, Julius O., Wagoner H. Q.  
 Brown, Hugh J., Pvt. H. Q. Co.  
 Burke, Theo. J., Pvt. H. Q. Co.  
 Burns, Thomas B., Pvt. H. Q. Co.  
 Brownell, Ray, Pvt. H. Q. Co.  
 Brane, L. F., Pvt. H. Q. Co.  
 Bowmen, B. S., Pvt. 1 cl. Co. B.  
 Burns, Thomas C., Pvt. Co. B.  
 Biddle, John, Col. 6th Eng.  
 Baker, Forest E., Capt. H. Q. Co.  
 Bissonnette, Sephir I., 2nd Lt., H. Q. Co.  
 Beschler, Wm. E., Cook Co. B.  
 Brundage, Clifford, 1st Sgt. Co. B.  
 Brady, Leon H., Maj. H. Q. Co.  
 Bright, Graham B., Maj. H. Q. Co.  
 Cain, Chester M., Pvt. 1 cl. Co. D.  
 Campbell, Oscar J., Sgt. Co. D.  
 Campbell, Alexander, Sgt. Co. D.  
 Carlson, Oscar R., Pvt. 1 cl. Co. D.  
 Caviezel, John L., Pvt. Co. D.  
 Carroll, John M., Pvt. Co. D.  
 Carroll, Joseph F., Pvt. Co. D.  
 Carty, Frank L., Pvt. Co. D.  
 Carney, John W., Cpl. Co. D.  
 Cassel, James W., Pvt. 1 cl. Co. D.  
 Camara, William F., Pvt. Co. D.  
 Carpenter, Chester L., Pvt. Co. D.  
 Chance, Edward, Sgt. 1 cl. Co. D.  
 Christian, Frank, Pvt. Co. D.  
 Chapman, Harry J., Cpl. Co. D.  
 Chudoba, William, Pvt. Co. D.  
 Christiansen, Christian, Pvt. 1 cl. Co. D.  
 Clarke, Gilmore D., Capt. Co. D.  
 Clark, John J., Pvt. Co. D.  
 Cles, William A., Pvt. 1 cl. Co. D.  
 Clifton, Hardie W., Cpl. Co. D.  
 Clingerman, John W., Pvt. Co. D.  
 Clements, William T., Cook, Co. D.  
 Corcoran, Earl H., Pvt. Co. D.  
 Coleman, Thomas C., Pvt. Co. D.  
 Collins, James J., Pvt. 1 cl. Co. D.  
 Crutchfield, Clyde, Pvt. 1 cl. Co. D.  
 Cornn, John R., Pvt. Co. D.  
 Crowell, Walter J., Sgt. Co. D.  
 Cohen, Samuel, Pvt. Co. D.  
 Cox, F. B., Pvt. Co. D.  
 Collins, Frank H., Sgt. Co. D.  
 Colligan, William, Pvt. Co. D.  
 Cossill, James, Pvt. Co. D.  
 Cornell, Lafayette, Cpl. Co. D.  
 Connors, Cornelius, Sgt. Co. D.  
 Cooper, John A., Cpl. Co. D.  
 Cotter, George H., Cpl. Co. D.  
 Cox, William, Pvt. Co. D.  
 Cox, Wiley F., Wag. Co. D.  
 Cowart, Walter L., Pvt. 1 cl. Co. D.  
 Crosbie, Alexander, Pvt. Co. D.  
 Constantine, Albert W., Pvt. Co. D.  
 Crosby, Avery, Pvt. Co. D.  
 Cronin, John J., 1st Lt. Co. D.  
 Cullen, Bartholomew, Pvt. Co. D.  
 Cummings, Harry A., Pvt. 1 cl. Co. D.  
 Curran, Thomas F., Pvt. Co. D.  
 Curtis, Robert K., Mess Sgt. Co. D.  
 Conard, Fred U., 2nd Lt. Co. B.  
 Clark, Lewis E., 2nd Lt. Co. B.  
 Connell, Thomas B., Cpl. Co. B.  
 Curtis, Harry L., Cpl. Co. B.  
 Cochran, William E., Cpl. Co. B.  
 Chamberlain, Elmer, Cpl. Co. B.  
 Claypoole, Howard, Cpl. Co. B.  
 Case, James H., Pvt. 1 cl. Co. B.  
 Connors, William, Pvt. 1 cl. Co. B.  
 Crooke, Herbert, Pvt. 1 cl. Co. B.  
 Chaple, Irving C., Pvt. 1 cl. Co. B.  
 Colwell, John J., Pvt. 1 cl. Co. B.  
 Cox, Oscar E., Pvt. 1 cl. Co. B.  
 Crotty, Edmund, Pvt. 1 cl. Co. B.  
 Canonico, Frank J., Pvt. Co. B.  
 Campbell, Thomas E., Pvt. Co. B.  
 Cann, Murray R., Pvt. Co. B.  
 Carr, Robert E., Pvt. Co. B.  
 Christiansen, Hans, Pvt. Co. B.  
 Chiolek, Frank, Pvt. Co. B.  
 Connley, Walter, Pvt. Co. B.  
 Craig, Robert E., Pvt. Co. B.  
 Craven, Daniel, Pvt. Co. B.  
 Crowley, George, Pvt. Co. B.  
 Crum, Jesse, Pvt. Co. B.  
 Cuddy, Frank, Pvt. Co. B.

## HISTORY OF THE SIXTH U. S. ENGINEERS 281

Cafoureck, Frank, Pvt. Co. B.  
 Cale, Frank, Pvt. Co. B.  
 Callaghan, Thomas, Pvt. Co. B.  
 Chandler, William, Pvt. Co. B.  
 Clayton, Henry, Pvt. Co. B.  
 Connolly, Valentine, Pvt. Co. B.  
 Cons, Harry, Pvt. Co. B.  
 Cox, Charles K., Pvt. Co. B.  
 Chrisman, John, Pvt. Co. B.  
 Currie, William, Pvt. Co. B.  
 Carnahan, John R., 1st Lt. Co. C.  
 Chantos, Andrew, 2nd Lt. Co. C.  
 Curry, John A., Sgt. 1 cl. Co. C.  
 Costello, William J., Sgt. 1 cl.  
 Coleman, John L., Sgt. Co. C.  
 Cannan, Frank B., Cpl. Co. C.  
 Cardot, Homer L., Cpl. Co. C.  
 Craig, Ulyssis P., Cpl. Co. C.  
 Cherry, Luther W., Pvt. 1 cl. Co. C.  
 Chornister, Percy A., Pvt. 1 cl. Co. C.  
 Copeland, Alfred F., Pvt. 1 cl. Co. C.  
 Coleman, Thomas, Pvt. 1 cl. Co. C.  
 Czarkowski, Henry, Pvt. 1 cl. Co. C.  
 Callahan, William, Pvt. Co. C.  
 Calyta, Raymond, Pvt. Co. C.  
 Carnegie, Charles, Pvt. Co. C.  
 Caugle, William, Pvt. Co. C.  
 Cavall, Frank, Pvt. Co. C.  
 Cellucci, Louis, Pvt. Co. C.  
 Cheodetal, Adeo, Pvt. Co. C.  
 Chilura, Samuel, Pvt. Co. C.  
 Chneilewski, Adam, Pvt. Co. C.  
 Coston, Elmer W., Pvt. Co. C.  
 Cortney, Arthur, Pvt. Co. C.  
 Cuneo, Frank, Pvt. Co. C.  
 Cox, Samuel C., Major M. C.  
 Cooney, Thomas E., 1st Lt. M. C.  
 Clement, Horace J., Sgt. M. C.  
 Clarke, William A., 1st Lt. Co. E.  
 Conard, Frederick U., and Lt. Co. E.  
 Carey, Mitchell E., Sgt. 1 cl. Co. E.  
 Cassada, Floyd, Sgt. Co. E.  
 Chrisensen, Biggo, Sgt. Co. E.  
 Chantos, Andrew J., Sgt. Co. E.  
 Clarke, Lewis E., Sgt. Co. E.  
 Close, Emory J., Cpl. Co. E.  
 Crownhurst, Willis H., Cpl. Co. E.  
 Cromwell, Otto C., Cpl. Co. E.  
 Coleman, Don C., Cook. Co. E.  
 Clawson, Carroll H., Pvt. 1 cl. Co. E.  
 Collette, Edwin, Pvt. 1 cl. Co. E.  
 Crooks, Lawrence E., Pvt. 1 cl. Co. E.  
 Cain, James A., Pvt. Co. E.  
 Clabarce, Vito, Pvt. Co. E.  
 Camp, Lloyd J., Pvt. Co. E.  
 Casper, Curtis C., Pvt. Co. E.  
 Cassmann, George M., Pvt. Co. E.  
 Chapman, Irving A., Pvt. Co. E.  
 Clarke, Leonard W., Pvt. Co. E.  
 Cleveland, Lorin, Pvt. Co. E.  
 Clinton, John M., Pvt. Co. E.  
 Coffin, Cecil A., Pvt. Co. E.  
 Collins, Elmer E., Pvt. Co. E.  
 Collins, James F., Pvt. Co. E.  
 Collins, John T., Pvt. Co. E.  
 Comer, John M., Pvt. Co. E.  
 Comer, William C., Pvt. Co. E.  
 Concannon, John, Pvt. Co. E.  
 Cook, William A., Pvt. Co. E.  
 Corbosiro, Pasquale, Pvt. Co. E.  
 Cozon, Bert E., Pvt. Co. E.  
 Coughlan, John B., Pvt. Co. E.  
 Cuccia, Joseph, Pvt. Co. E.  
 Clarke, C. F., and Lt. Co. F.  
 Curry, Truman M., Capt. Co. F.  
 Childers, Clifford H., Mess Sgt. Co. F.  
 Clem, Leon, Sgt. Co. F.  
 Cobb, Horace, Sgt. Co. F.  
 Couture, Emile J., Sgt. Co. F.  
 Cole, William H., Cpl. Co. F.  
 Connolly, Thomas F., Cpl. Co. F.  
 Craven, George W., Cpl. Co. F.  
 Conway, Herman J., Pvt. 1 cl. Co. F.  
 Cavanaugh, Steven J., Pvt. 1 cl. Co. F.  
 Cronin, Michael J., Pvt. 1 cl. Co. F.  
 Cappuccilli, Ceser, Pvt. Co. F.  
 Capps, Ray, Pvt. Co. F.  
 Cavanaugh, Thomas, Pvt. Co. F.  
 Chast, William, Pvt. Co. F.  
 Chism, Alvin, Pvt. Co. F.  
 Chojnowski, John, Pvt. Co. F.  
 Clark, Paul G.  
 Collins, Frank, Pvt. Co. F.  
 Conrad, Michael, Pvt. Co. F.  
 Cook, Arthur, Pvt. Co. F.  
 Cain, Joseph, Pvt. Co. F.  
 Cox, Thomas, Pvt. Co. F.  
 Carnrike, George, Pvt. Co. F.  
 Cron, Raymond, Pvt. Co. F.  
 Counterman, Joseph, Pvt. Co. F.  
 Coyne, Joseph, Pvt. Co. F.  
 Crantzewski, Gregory, Pvt. Co. F.  
 Cohen, Samuel, Pvt. Co. F.  
 Ciocriolo, Servius, Pvt. Co. F.  
 Crabb, Oliver, Pvt. Co. F.  
 Chrocelesky, Joseph, Pvt. Co. F.  
 Curtin, James, Pvt. Co. F.  
 Crane, Albert E., Capt. Co. A.  
 Crosser, Dwight L., 1st Sgt. Co. A.  
 Connelly, James, Sgt. Co. A.  
 Cutcher, Ignatius, Sgt. Co. A.  
 Critzer, Homer E., Sgt. Co. A.  
 Cleary, Leo A., Cpl. Co. A.  
 Coughlin, John, Cpl. Co. A.  
 Croft, Walter, Cpl. Co. A.  
 Columbus, George, Cook. Co. A.  
 Carson, Elmer, Saddler, Co. A.  
 Caruso, James H., Pvt. 1 cl. Co. A.  
 Considine, James H., Pvt. 1 cl. Co. A.  
 Caldronay, Nelson F., Pvt. 1 cl. Co. A.  
 Curley, Thomas A., Pvt. 1 cl. Co. A.  
 Caldwell, Vernon S., Pvt. 1 cl. Co. A.

## 282 HISTORY OF THE SIXTH U. S. ENGINEERS

**Cassidy, Francis P.**, Pvt. 1 cl. Co. A.  
**Cole, Belberth L.**, Pvt. 1 cl. Co. A.  
**Cropper, Rollie C.**, Pvt. Co. A.  
**Caloway, Hall**, Pvt. Co. A.  
**Cooper, Hubert**, Pvt. Co. A.  
**Carlson, Einer**, Pvt. Co. A.  
**Cox, George C.**, Pvt. Co. A.  
**Clark, John J.**, Pvt. Co. A.  
**Charlesworth, Albert E.**, Pvt. Co. A.  
**Clendeaning, Charles A.**, Pvt. Co. A.  
**Costigan, Joseph F.**, Pvt. Co. A.  
**Crawford, Frederick F.**, Pvt. Co. A.  
**Counts, Gerald A.**, Capt. Co. A.  
**Cantori, Edmund**, Pvt. Co. A.  
**Clark, John W.**, Pvt. Co. A.  
**Conion, Theodore**, Pvt. Co. A.  
**Clark, Joseph F.**, Pvt. Co. A.  
**Clive, Myron**, Pvt. Co. A.  
**Creamer, Edward**, Pvt. Co. A.  
**Christie, Lester**, Pvt. Co. A.  
**Cooper, Garrett**, Pvt. Co. A.  
**Card, George W.**, Regt. Sup. Sgt. H. Q.  
**Curry, John A.**, Stab. Sgt. H. Q.  
**Coleman, Don C.**, Corp. H. Q. Co.  
**Covienzala, John L.**, Sad. H. Q. Co.  
**Clarke, John J.**, Wag. H. Q. Co.  
**Capps, Ray**, Wag. H. Q. Co.  
**Christine, Lester F.**, Wag. H. Q.  
**Carter, Ernest**, Pvt. 1 cl. H. Q.  
**Chast, William**, Pvt. 1 cl. H. Q.  
**Carr, Robert E.**, Pvt. H. Q.  
**Columbus, George**, Pvt. H. Q.  
**Colville, James W.**, Pvt. 1 cl. Fld. Tr.  
**Conley, Thomas F.**, Sgt. Field Tr.  
**Conrad, Michael**, Sgt. Field Tr.  
**Conwell, Donald**, Pvt. 1 cl. Fld. Tr.  
**Canfield, Geo. H.**, Lt. Col. 6th Eng.  
**Crane, Albert E.**, Capt. H. Q.  
**Cresson, Harry C. G.**, Capt. H. Q.  
**Clarke, Gilmore D.**, 1st Lt. H. Q.  
**Cronin, John J.**, 1st Lt. H. Q.  
**Chauninard, Horace A.**, Chaplain H. Q.  
**Chisholm, David A.**, Cpl. Co. A.  
**Crescenzo, Andrew**, Pvt. Co. A.  
**Dametch, John**, Pvt. Co. D.  
**Daniels, James E.**, Pvt. Co. D.  
**Daniels, Victor**, Pvt. Co. D.  
**Davis, Benjamin R.**, Pvt. Co. D.  
**Davis, Josiah R.**, 1st Sgt. Co. D.  
**Dawson, Irving**, Pvt. 1st cl. Co. D.  
**Denson, Collie**, Pvt. Co. D.  
**DeNot, Joseph A.**, Pvt. 1st cl. Co.  
**Deuser, Elmer**, Corp. Co. D.  
**Dedicke, Ernest C.**, 1st Lt. Co. D.  
**Diffo, Paul T.**, Pvt. Co. D.  
**Dimick, James H.**, Corp. Co. D.  
**Dinsmore, John**, Corp. Co. D.  
**Donbrowski, John**, Sad. Co. D.  
**Dubbs, Kenneth B.**, Wag. Co. D.  
**Duffy, James**, Pvt. Co. D.  
**Dunn, James E.**, Pvt. 1 cl. Co. D.  
**Dumont, Harry R.**, 1st Lt. Co. D.  
**DuBois, George B.**, 1st Lt. Field Tr.  
**Darby, Paul L.**, Pvt. Field Train.  
**D'Alie, Anthony J.**, Sgt. Field Tr.  
**Denney, Frank E.**, Corp. Field Tr.  
**Daly, Joseph L.**, Wag. Field Tr.  
**Donnelly, Raymond**, Pvt. 1 cl. Field Train.  
**Dranselky, Edward H.**, Pvt. Field Train.  
**Devries, William P.**, Wag. Field Tr.  
**Dudley, Thos. B.**, M. E. H. Q. Co.  
**Dunn, John P.**, Stab. Sgt. H. Q. Co.  
**Davis, Fred B.**, Pvt. 1 cl. H. Q. Co.  
**Darby, John P.**, Pvt. Co. H. Q.  
**Davis, Alfred**, Pvt. H. Q. Co.  
**Denton, John B.**, Pvt. H. Q. Co.  
**Devaney, Neil J.**, 1st Sgt. Co. B.  
**Donnelly, Pat J.**, Mess Sgt. Co. B.  
**Dalton, Leroy J.**, Sgt. Co. B.  
**Duncan, Roy A.**, Sgt. Co. B.  
**Dickson, Ernest**, Corp. Co. B.  
**Dillicrath, Edward H.**, Corp Co. B.  
**Dubbs, William**, Cook, Co. B.  
**Duncan, Carl G.**, Wag. Co. B.  
**Donnelly, Patrick C.**, Wag. Co. B.  
**Dayton, Dorsey S.**, Pvt. 1 cl. Co. B.  
**Dennis, John F.**, Pvt. 1 cl. Co. B.  
**Duhrkoop, Harry L.**, Pvt. 1 cl. Co. B.  
**Davis, Clarence**, Pvt. Co. B.  
**Davis, Frederick**, Pvt. Co. B.  
**Darby, John P.**, Pvt. Co. B.  
**Dabgan, Patrick J.**, Pvt. Co. B.  
**Davis, Harry**, Pvt. Co. B.  
**Day, David B.**, Pvt. Co. B.  
**DeJoungh, John**, Pvt. Co. B.  
**Dempsey, Michael**, Pvt. Co. B.  
**Dimoch, Dwight**, Pvt. Co. B.  
**Dittus, John F.**, Pvt. Co. B.  
**Dougherty, Bert**, Pvt. Co. B.  
**Duggutt, Francis**, Pvt. Co. B.  
**Dudzinski, Leon**, Pvt. Co. B.  
**Due, John**, Pvt. Co. B.  
**Damron, Fred**, Pvt. Co. B.  
**Danner, Harry C.**, Pvt. Co. B.  
**Darras, Chas.**, Pvt. Co. B.  
**Day, John**, Pvt. Co. B.  
**Denton, John B.**, Pvt. Co. B.  
**Doudy, William J.**, Pvt. Co. B.  
**Dougherty, John J.**, Pvt. Co. B.  
**Dubbs, Guy R.**, Pvt. Co. B.  
**Dubree, Frederick**, Pvt. Co. B.  
**Darnall, Moses H.**, Capt. Med. Det.  
**Doil, Ernest R.**, Pvt. Med. Det.  
**Duncan, John E.**, Sgt. Co. E.  
**Dutton, Malcolm J.**, Sgt. Co. E.  
**Danchisen, John**, Wag. Co. E.  
**Dioniak, Joseph C.**, Wag. Co. E.  
**Dancy, William H.**, Pvt. 1 cl. Co. E.  
**Darling, Albert J.**, Pvt. 1 cl. Co. E.  
**Darnell, John C.**, Pvt. 1 cl. Co. E.  
**DeYoung, Edward**, Pvt. 1 cl. Co. E.  
**Dailey, Sam F.**, Pvt. Co. E.  
**Daly, Christopher**, Pvt. Co. E.  
**Debons, Gabriel**, Pvt. Co. E.  
**Dellingar, Arthur E.**, Pvt. Co. E.

## HISTORY OF THE SIXTH U. S. ENGINEERS 283

Dias, Anthony, Pvt. Co. E.  
 Dowben, George, Pvt. Co. E.  
 Dunbar, Robert W., Pvt. Co. E.  
 Durand, John W., Pvt. Co. E.  
 Doe, Jens K., 1st Lt. Co. F.  
 Day, Charles E., Sgt. i cl. Co. F.  
 Duffy, Philip H., Stab. Sgt. Co. F.  
 Dennis, Walter R., Corp. Co. F.  
 Debold, Philip, Pvt. i cl. Co. F.  
 Delio, Michael, Pvt. i cl. Co. F.  
 Davis, Robert F., Pvt. i cl. Co. F.  
 Danniballe, Dominick, Pvt. i cl. Co. F.  
 Day, David B., Pvt. i cl. Co. F.  
 Dittus, John F., Pvt. i cl. Co. F.  
 Dunbar, George, Pvt. Co. F.  
 Debit, John, Pvt. Co. F.  
 Delaney, John C., Pvt. Co. F.  
 Dunham, Cecil A., Pvt. Co. F.  
 Davis, Merrill R., Pvt. Co. F.  
 Dinsmore, Frank, Pvt. Co. F.  
 Donovan, William P., Pvt. Co. F.  
 Duffy, James, Pvt. Co. F.  
 Dunn, John P., Pvt. Co. F.  
 Davies, Robert W., Pvt. Co. F.  
 Downey, Frank H., Pvt. Co. F.  
 Donn, Joseph, Pvt. Co. F.  
 Duffy, Frank, Pvt. Co. F.  
 D'Alie, Anthony J., Stab. Sgt. Co. A.  
 Dupre, Robert J. B., Sgt. Co. A.  
 Davidson, John C., Corp. Co. A.  
 Davis, Edward H., Corp. Co. A.  
 Davis, Harry J., Corp. Co. A.  
 Dorsey, Edward, Corp. Co. A.  
 Durbin, Roscoe, Corp. Co. A.  
 Denton, John B., Cook, Co. A.  
 Dearborn, Walter, Wag. Co. A.  
 Donley, William, Pvt. i cl. Co. A.  
 Drake, William S., Pvt. i cl. Co. A.  
 Davidson, John, Pvt. i cl. Co. A.  
 Donnelly, Patrick H., Pvt. i cl. Co. A.  
 Deach, Frank Jr., Pvt. Co. A.  
 Druby, Paul T., Pvt. Co. A.  
 Davis, Alfred, Pvt. Co. A.  
 Deilke, Louis J., Pvt. Co. A.  
 Dixon, Alfred, Pvt. Co. A.  
 Dotson, Leonard R., Pvt. Co. A.  
 Dieswillis, George N., Pvt. Co. A.  
 Dooley, John F., Pvt. Co. A.  
 Donagan, John H., Pvt. Co. A.  
 Dauchanis, Harry, Pvt. Co. A.  
 Duggett, Francis, Pvt. Co. A.  
 Dennis, Horace S., Sgt. Co. C.  
 D'Arcy, Francis G., Corp. Co. C.  
 Davidson, Wm. A., Corp. Co. C.  
 Dayton, Birge S., Corp. Co. C.  
 Deignan, Patrick F., Corp. Co. C.  
 Denton, Jno. D., Cook Co. C.  
 Day, Foisi I., Wag. Co. C.  
 Dabney, Robert D., Pvt. Co. C.  
 Dougherty, Geo. W., Pvt. Co. C.  
 Defure, Charley, Pvt. Co. C.  
 Dion, Cornelius V., Pvt. Co. C.  
 Dombroski, Paul, Pvt. Co. C.  
 Dwyer, Ino, Pvt. Co. C.  
 Dooley, Stephen J., Pvt. Co. C.  
 Domaas, Axle E., Pvt. Co. C.  
 Dugan, Cornelius, Pvt. Co. C.  
 Daley, Edmund L., Col. 6th Eng.  
 Davis, Chandler, Capt. H. Q. Co.  
 Del-Etoile, Robert L., Sgt. Co. E.  
 Ellis, Harry E., Stab. Sgt. Co. C.  
 Evans, Robert L., Corp. Co. C.  
 Englett, Floyd J., Pvt. i cl. Co. C.  
 Erde, Herman W., Pvt. i cl. Co. C.  
 Ewing, Leroy H., Pvt. i cl. Co. C.  
 Eckstein, Charley, Pvt. Co. C.  
 Edsall, James R., Pvt. Co. C.  
 Einbund, Jacob, Pvt. Co. C.  
 Elder, Arthur R., Pvt. Co. C.  
 Egan, John J., Pvt. Co. C.  
 Egan, Thomas, Pvt. Co. C.  
 Esslinger, Andy L., Pvt. Co. C.  
 Eustis, Francis H., Pvt. Co. C.  
 Eckhart, James F., Pvt. i cl. Co. D.  
 Edwards, Harry A., Corp. Co. D.  
 Edwards, Joseph, Pvt. Co. D.  
 Eisenhart, Lloyd S., Sgt. Co. D.  
 Eldridge, Geo. C. Jr., Corp. Co. D.  
 Ensminger, Ellis H., Pvt. i cl. Co. D.  
 Erisman, Harry L., Pvt. i cl. Co. D.  
 Egnew, Wm. B., Wag. H. Q. Co.  
 Eatman, Andrew F., Pvt. H. Q. Co.  
 Egadon, Albert, Pvt. H. Q. Co.  
 Earnhart, John S., Cook, F. Tr.  
 Eisele, Jos., Pvt. F. Tr.  
 Ewan, Chester R., Pvt. i cl. F. Tr.  
 Ellsworth, Edward E., 1st Lt. Co. F.  
 Eastman, Paul W., Sgt. i cl. Co. F.  
 Erickson, Carl G., Sgt. Co. F.  
 Eberle, John E., Corp. Co. F.  
 Elmquist, August J., Pvt. i cl. Co. F.  
 Engwiss, Ray, Pvt. Co. F.  
 Egnew, Wm., Pvt. Co. F.  
 Engle, Marshall A., Pvt. Co. F.  
 Erny, John, Pvt. Co. F.  
 Enos, James W., Wag. Co. B.  
 Erickson, John A., Pvt. i cl. Co. B.  
 Ellis, Harry E., Pvt. Co. B.  
 Ebhors, Tom, Pvt. Co. B.  
 Erny, John F., Pvt. Co. B.  
 Eatmon, Andrew, Pvt. Co. B.  
 Esau, Andrew, Pvt. Co. B.  
 Eveleth, Geo. F., Pvt. Co. B.  
 Ellison, Allen W., Pvt. Co. B.  
 Ernst, August W., Pvt. Co. B.  
 Ermey, Otis H., Sgt. i cl. Co. E.  
 Englehardt, Christopher, Stab. Sgt. Co. E.  
 Egaston, John, Pvt. Co. E.  
 Ernst, Norbert P., Pvt. Co. E.  
 Evans, Frederick M., Sgt. Co. A.  
 Earley, James, Corp. Co. A.  
 Eklund, Geo., Corp. Co. A.  
 Escott, Sherman, Corp. Co. A.  
 Easley, John W., Pvt. Co. A.

## 284 HISTORY OF THE SIXTH U. S. ENGINEERS

Evans, Clarence W., Pvt. Co. A.  
 Earnhart, John, Pvt. Co. A.  
 Eierman, Jesse H., Pvt. Co. A.  
 Embry, Barton S., Pvt. Co. A.  
 Ellis, James, Pvt. Co. A.  
 Ellis, James F., Pvt. 1 cl. Co. E.  
 Ellwell, John F., Pvt. 1 cl. Co. E.  
 Edwards, John H., Pvt. 1 cl. Co. E.  
 Etherton, Ted D., Pvt. 1 cl. Co. E.  
 Easinski, Ludwicki, Horseshoer, Co. C.  
 Evans, Clifford L., Pvt. Co. B.  
 Eddy, Ashton O., Corp. Co. F.  
 Erickson, Oscar, Sgt. Co. E.  
 Easter Geo. R., Pvt. 1 cl. Co. B.  
 Fardwell, M. W., 2nd Lt. Co. F.  
 Furst, Charles, Sgt. 1 cl. Co. F.  
 Fitzgerald, Benj. S., Sgt. Co. F.  
 Fitts, Walter, Corp. Co. F.  
 Fendig, Samuel A., Corp. Co. F.  
 Flynn, Wm. J., Corp. Co. F.  
 Fisher, Victor D., Corp. Co. F.  
 Flickinger, Russel R., Pvt. 1 cl. Co. F.  
 Finnigan, Rodney V., Pvt. 1 cl. Co. F.  
 Fink, John R., Pvt. 1 cl. Co. F.  
 Feilinger, Chas., Pvt. 1 cl. Co. F.  
 Fishberg, Jack, Pvt. Co. F.  
 Fortier, Odias, Pvt. Co. F.  
 Fulkrod, Samuel, Pvt. Co. F.  
 Foresman, Fleming, Pvt. Co. F.  
 Fallow, Harry, Pvt. Co. F.  
 Fisher, Frank, Pvt. Co. F.  
 Flanagan, James J., Pvt. Co. F.  
 Fitzgerald, Oscar E., Pvt. Co. F.  
 Fowler, Ninian, Pvt. Co. F.  
 Frazer, Geo. N., Pvt. Co. F.  
 Fraser, Geo., Pvt. Co. F.  
 Fishberg, Jack, Wag. Field Tr.  
 Fromm, Henry, Hsbr. Field Tr.  
 Fry, Elmer B., Pvt. 1 cl. Field Tr.  
 Fultz, Walter, Pvt. 1 cl. Field Tr.  
 Fitzpatrick, James J., M. E. H. Q. Co.  
 Fitzpatrick, Wm. J., Sgt. H. Q. Co.  
 Foster, Chas. F., Corp. H. Q. Co.  
 Foley, Wm. P., Corp. H. Q. Co.  
 Filson, Leon L., Cook, H. Q. Co.  
 Flynn, James I., Wag. H. Q. Co.  
 Fife, Michael, Pvt. H. Q. Co.  
 Fletcher, Lewis A., Pvt. H. Q. Co.  
 Fox, Orbin M., Pvt. H. Q. Co.  
 Farley, Cal, Sgt. 1 cl. Co. C.  
 Farman, Owen, Sgt. Co. C.  
 Fish, Alfred F., Pvt. 1 cl. Co. C.  
 Free, John V., Pvt. 1 cl. Co. C.  
 Frendigman, Jos., Pvt. 1 cl. Co. C.  
 Fontenette, Arthur, Pvt. 1 cl. Co. C.  
 Faus, Harold T., Pvt. Co. C.  
 Faulkner, Edward, Pvt. Co. C.  
 Flodin, Julius, Pvt. Co. C.  
 Feeney, James H., Pvt. Co. C.  
 Fournier, Jos., Pvt. Co. C.  
 Force, Oliver H., Pvt. Co. C.  
 Fontenot, Doss, Pvt. Co. C.  
 Francoeur, Elmer, Pvt. Co. C.  
 Frapse, Harry G., Pvt. Co. C.  
 Freeman, Guss, Pvt. Co. C.  
 Fritz, Arthur E., Pvt. Co. C.  
 Fitzgerald, Leonard, Capt. H. Q. Co.  
 Falky, Raymond, Pvt. Co. D.  
 Faulconer, Guy C., Pvt. 1 cl. Co. D.  
 Fellner, John F., Pvt. Co. D.  
 Fetta, Frank J., Pvt. Co. D.  
 Flanagan, Raymond J., Pvt. Co. D.  
 Flannery, Vincent K., Corp. Co. D.  
 Flurette, John F., Pvt. Co. D.  
 Flannery, John T., Pvt. Co. D.  
 Foley, John H., Pvt. 1 cl. Co. D.  
 Foster, Robt. C., Cook, Co. D.  
 French, Frederick F., 2nd Lt. Co. D.  
 Frederick, Maurice B., Pvt. Co. D.  
 Fagan, Frank G., Pvt. Co. A.  
 Fields, Ben, Pvt. Co. A.  
 Fletcher, Louis A., Pvt. Co. A.  
 Frank, David, Pvt. Co. A.  
 Frons, Samuel, Pvt. Co. A.  
 Fullerton, Wm., Pvt. Co. A.  
 Farrar, Walter E., Pvt. Co. A.  
 Feltham, Thomas, Pvt. Co. A.  
 Finka, Nathan, Pvt. Co. A.  
 Fishbein, Benj., Pvt. Co. A.  
 Fournier, Edward J., Pvt. Co. A.  
 Flynn, John, Pvt. Co. A.  
 Frutchey, Argus, Pvt. Co. A.  
 Fitzpatrick, John L., Pvt. 1 cl. Co. A.  
 Flint, Herman J., Pvt. 1 cl. Co. A.  
 Fullerton, Wm., Pvt. 1 cl. Co. A.  
 Farnsworth, Andrew, Corp. Co. A.  
 Folton, John B., Corp. Co. A.  
 Fitzpatrick, J. J., 1st Sgt. Co. A.  
 Flaherty, Edward G., Sgt. Co. A.  
 Field, Herbert H., Jr., Corp. Co. E.  
 Fell, John G., Corp. Co. E.  
 Farrell, Frank M., Pvt. 1 cl. Co. E.  
 Fackler, Melvin H., Pvt. Co. E.  
 Farharj, Dahaar, Pvt. Co. E.  
 Fauser, Earl M., Pvt. Co. E.  
 Ferguson, Roy T., Pvt. Co. E.  
 Ferrell, John T., Pvt. Co. E.  
 Ficka, Wm. T., Pvt. Co. E.  
 Finder, Leonard E., Pvt. Co. E.  
 Fink, John R., Pvt. Co. E.  
 Fisher Stanley, Pvt. Co. E.  
 Flynn, James I., Pvt. Co. E.  
 Flynn, John A., Pvt. Co. E.  
 Frost, Alden, Pvt. Co. E.  
 Fowler, Chas. H., 2nd Lt. Co. B.  
 Forster, Geo. H., Sgt. 1 cl. Co. B.  
 Foster, Harry R., Sgt. Co. B.  
 Farrell, John P., Corp. Co. B.  
 Francisko, John, Corp. Co. B.  
 French, Gordon M., Corp. Co. B.  
 Fitzpatrick, Wm. J., Pvt. 1 cl. Co. B.  
 Fox, Orbin M., Pvt. 1 cl. Co. B.  
 Ferguson, Roy, Pvt. 1 cl. Co. B.  
 Foulke, Geo. A., Pvt. 1 cl. Co. B.  
 Flay, Arthur, Pvt. Co. B.  
 Folz, Lawrence J., Pvt. Co. B.

## HISTORY OF THE SIXTH U. S. ENGINEERS 285

Fraser, James H., Pvt. Co. B.  
 Fry, Minot, Pvt. Co. B.  
 Faust, Fred, Pvt. Co. B.  
 Fiala, Frank, Pvt. Co. B.  
 Flynn, John, Pvt. Co. B.  
 Finn, Mike, Pvt. 1 cl. Co. B.  
 Freeman, Frank, 2nd Lt., Co. E.  
 Fiori Peter, Pvt. Co. B.  
 Foster, Laneford, Cpl. Co. E.  
 Fairbank, Harry W., Mess Sgt. Co. C.  
 Fairchild, Harold E., Cpl. Co. F.  
 Ferguson, Enoch, Sgt. Co. C.  
 Finch, Henry A., Col. Engra.  
 Gillette, Geo. W., Maj. 6th Eng.  
 Griffin, Schenk H., Capt. H. Q. Co.  
 Gladding, James C., Capt. Co. C.  
 Gallagher, Thomas J., Sgt. 1 cl. Co. C.  
 Gladeck, Peter, Sgt. Co. C.  
 Golding, Harold B., Sgt. Co. C.  
 Goldrick, Thomas D., Sgt. Co. C.  
 Gordon, Wm. A., Cook, Co. C.  
 Gallagher, David, Pvt. 1 cl. Co. C.  
 Gabriel, Liander J., Pvt. 1 cl. Co. C.  
 Gay, Oscar L., Pvt. 1 cl. Co. C.  
 Gilts, Dan, Pvt. 1 cl. Co. C.  
 Glass, Ira A., Pvt. 1 cl. Co. C.  
 Green, Wm. F., Pvt. 1 cl. Co. C.  
 Greenia, John C., Pvt. 1 cl. Co. C.  
 Greer, Willard M., Pvt. 1 cl. Co. C.  
 Gallon, Thomas J., Pvt. Co. C.  
 Garside, Warren H., Pvt. Co. C.  
 Girouard, Frank, Pvt. Co. C.  
 Gelder, Emile V., Pvt. Co. C.  
 Geraghty, Mathew, Pvt. Co. C.  
 Goodin, Alexander, Pvt. Co. C.  
 Gehring, Raymond H., Pvt. Co. C.  
 Golida, Philip, Pvt. Co. C.  
 Gee, John S., Bat. Sgt. Maj. H. Q.  
 Gardner, Robt. A., Sgt. 1 cl. H. Q. Co.  
 Gaddis, Henry H., Stab. Sgt. H. Q. Co.  
 Gleich, Philip J., Corp. H. Q. Co.  
 Gibbs, John G., Pvt. 1 cl. H. Q. Co.  
 Gehring, Raymond H., Pvt. 1 cl. H. Q. Co.  
 Genung, Morris J., Pvt. H. Q., Co.  
 Gardner, John M., Pvt. Field Tr.  
 Gaylord, Lynn D., Wag. Field Tr.  
 Gibbs, Dewey A., Pvt. 1 cl. Field Tr.  
 Gibson, Joe B., Pvt. 1 cl. Field Tr.  
 Giron, Robt. W., Pvt. Field Tr.  
 Green, Merion, Wag. Field Tr.  
 Guillory, Wickliff, Pvt. F. Tr.  
 Gibson, Robt. E., 1st Sgt. Med. Det.  
 Gladding, James N., Capjt. Co. F.  
 Gerrish, Henry E., Sup. Sgt. Co. F.  
 Gleason, Jno. F., Sgt. Co. F.  
 Gerber, Howard J., Cpl. Co. F.  
 Gray, Dean L., Cpl. Co. F.  
 Grigis, Jno., Cpt., Co. F.  
 Glaser, Fred, Wag., Co. F.  
 Gonzales, Arthur, Cook, Co. F.  
 Gut, Walter, Pvt. 1 cl. Co. F.  
 Gnagy, James, Pvt. 1 cl. Co. F.  
 Goodspeed, Byron, Pvt. 1 cl. Co. F.  
 Griffin, James B., Pvt. 1 cl. Co. F.  
 Gee, Jno. S., Pvt. Co. F.  
 Goodman, Jos., Pvt. Co. F.  
 Gardom, Jno., Pvt. Co. F.  
 Goddard, Willie E., Pvt. Co. F.  
 Garcia, Solomon, Pvt. Co. F.  
 Giovannetti, Louis, Pvt. Co. F.  
 Gladding, James N., Capt. Co. B.  
 Gibbs, Wm. W., 1st Lt. Co. B.  
 Green, Edward B., Sup. Sgt. Co. B.  
 Guilfoyle, Thomas, Sgt. Co. B.  
 Gunning, Jno. T., Cpl. Co. B.  
 Grubbs, Wm. J., Hshcr. Co. B.  
 Gartner, Chas. H., Wag. Co. B.  
 Gobbo, Giacomo, Pvt. 1 cl. Co. B.  
 Goldcamp, Frank J., Pvt. 1 cl. Co. B.  
 Gainey, Clyde E., Pvt. Co. B.  
 Giles, David J., Pvt. Co. B.  
 Gelb, Harry M., Pvt. Co. B.  
 Ginter, Frank J., Pvt. Co. B.  
 Guan, Frank Rupert J., Pvt. Co. B.  
 Giddings, Rupert J., Pvt. Co. B.  
 Gilkey, Norman, Pvt. Co. B.  
 Ginter, Paul, Pvt. Co. B.  
 Givens, Chas., Pvt. Co. B.  
 Gormley, Geo., Pvt. Co. B.  
 Green, Edw. H., Pvt. Co. B.  
 Gustave Frank, Pvt. Co. B.  
 Gagnon, Alfred, Pvt. Co. B.  
 Gartner, Jno. M., Pvt. Co. B.  
 Gillotti, Vincent, Pvt. Co. B.  
 Goog, Jos., Pvt. Co. B.  
 Gould, Jno., Pvt. Co. B.  
 Griffin, Wm. W., Pvt. Co. B.  
 Graham, Rob E., Sergt. 1 cl. Co. E.  
 Graves, Wm., Mess Sgt. Co. E.  
 Gerdes, Harry S., Sergt. Co. E.  
 Grinnell, Oliver, Sergt. Co. E.  
 Green, Martin J., Cpl. Co. E.  
 Graham, Harry W., Cpl. Co. E.  
 Gould, Odes R., Cpl. Co. E.  
 Greiger, Chas. W., Wag. Co. E.  
 Gilmour, Patrick J., Pvt. 1 cl. Co. E.  
 Gordon, Chas. W., Pvt. 1 cl. Co. E.  
 Gordon, Philip, Pvt. 1 cl. Co. E.  
 Gallagher, James J., Pvt. Co. E.  
 Garenflo, Frank G., Pvt. Co. E.  
 Gehring, Victor E., Pvt. Co. E.  
 Geraghty, Mathew T., Pvt. Co. E.  
 Gerber, Edw. B., Pvt. Co. E.  
 Ginter, Hugh, Pvt. Co. E.  
 Gledinning, Jno., Pvt. Co. E.  
 Green, Marion M., Pvt. Co. E.  
 Guterman, Wm. G., Pvt. Co. E.  
 Gearhart, Elliott, Sgt. 1 cl. Co. A.  
 Gunnaven, Gerald G., Sgt. Co. A.  
 Gilchrist, David D., Jr., Sgt. Co. A.  
 Garley, Carley D., Wag. Co. A.  
 Giroud Frank, Wag. Co. A.

## 286 HISTORY OF THE SIXTH U. S. ENGINEERS

Gustavsen, Victor, Sad. Co. A.  
 Ginter, Hugh, Bug. Co. A.  
 Gaynor, Leon F., Pvt. 1 cl. Co. A.  
 Gillan, James A., Pvt. 1 cl. Co. A.  
 Gilburth, Wm. O., Pvt. 1 cl. Co. A.  
 Grubbs, Wm. J., Pvt. 1 cl. Co. A.  
 Gordon, Douglas S., Pvt. 1 cl. Co. A.  
 Gamber, Ben, Pvt. Co. A.  
 Gero, Frank L., Pvt. Co. A.  
 Grottsinger, Carl R., Pvt. Co. A.  
 Gann, James M., Pvt. Co. A.  
 Garrett, Wm. K., Pvt. Co. A.  
 Getchell, Alfred A., Pvt. Co. A.  
 Griffith, Dewey, Pvt. Co. A.  
 Graham, Marshal, Pvt. Co. A.  
 Gay, Fredrick A., Pvt. Co. A.  
 George, Rbt. A., Pvt. Co. A.  
 Glenn, Harold, Pvt. Co. A.  
 Goode, Arthur J., Pvt. Co. A.  
 Goodman, Harry M., Pvt. Co. A.  
 Gavaere, Vollnes, Pvt. Co. A.  
 Garrant, Geo. N., Sgt. 1 cl. Co. D.  
 Garrity, Thomas F., Wag. Co. D.  
 Gensch, Arthur E., Sgt., Co. D.  
 Gerl, Jos., Sgt. Co. D.  
 Gibson, Rbt. C., Pvt. 1 cl. Co. D.  
 Gillespie, David J., Cpl. Co. D.  
 Gleeson, Jos. M., Cpl. Co. D.  
 Glickman, Mendel, Sgt. 1 cl. Co. D.  
 Goble, Clarence C., Cpl. Co. D.  
 Golia, Nicola, Pvt. Co. D.  
 Gorman, Thomas, Pvt. Co. D.  
 Gott, Claude, Pvt. Co. D.  
 Graham, Arthur C., Pvt. Co. D.  
 Grant, Ira V., Sgt. Co. D.  
 Gary, Thomas C., Capt. Co. A.  
 Garrett, Fred C., 2nd Lt. Co. A.  
 Gatchel, Jos. E., Cpl. Co. E.  
 Griffiths, Jno. J., 1st Lt. Co. E.  
 Goodman, Jos. B., Wag. Co. A.  
 Gallo, Raphael, Pvt. 1 cl. Co. D.  
 Hendricks, Luke, Wag., H. Q. Det.  
 Howard, John C., Wag. H. Q. Det.  
 Halt, William H., Wag. H. Q. Det.  
 Hinds, Burl, Wag. H. Q. Det.  
 Hopkins, George E., Mech. H. Q. Det.  
 Hoben, Francis P., Pvt. 1 cl. H. Q. Det.  
 Hicks, Russell F., Pvt. 1 cl. H. Q. Det.  
 Heister, William, Pvt. 1 cl. H. Q. Det.  
 Herrick, George L., Pvt. 1 cl. H. Q. Det.  
 Haino, Alexander, Pvt. H. Q. Det.  
 Hawkins, C. S., Pvt. H. Q. Det.  
 Hunter, Albert, Pvt. H. Q. Det.  
 Heavey, William F., Maj. Co. C.  
 Holden, William W., Capt. Co. C.  
 Hesterly, Homer L., 1st Lt. Co. C.  
 Heffler, Richard E., 1st Lt. Co. C.  
 Hamilton, 1st Lt. Co. C.  
 Hill, John F., 1st Lt. Co. C.  
 Hunt, James E., 2nd Lt. Co. C. .

Hughes, Francis J., Sgt. 1 cl. Co. C.  
 Hayes, Joseph E., Cpl. Co. C.  
 Heinlen, Edward C., Cpl. Co. C.  
 Holcombe, Lynn S., Cpl. Co. C.  
 Hughes, Emmett W., Cpl. Co. C.  
 Hanon, Francis J., Wag. Co. C.  
 Hassower, Rudolph, Cook, Co. C.  
 Homrichaus, Andrew J., Wag. Co. C.  
 Hoffman, Ray, Bug. Co. C.  
 Haney, George W., Pvt. 1 cl. Co. C.  
 Hanlon, Harry N., Pvt. 1 cl. Co. C.  
 Hough, William F., Pvt. 1 cl. Co. C.  
 Hubert, Harold T., Pvt. 1 cl. Co. C.  
 Hagler, Dona, Pvt. Co. C.  
 Hamilton, Arthur, Pvt. Co. C.  
 Hardwick, Jim, Pvt. Co. C.  
 Hardee, Perry A., Pvt. Co. C.  
 Hicks, Russell B., Pvt. Co. C.  
 Harmon, John E., Pvt. Co. C.  
 Hoover, Charles E., Pvt. Co. C.  
 Horkey, Joseph, Pvt. Co. C.  
 Horton, Bert M., Pvt. Co. C.  
 Harts, W. W., Col. Engineers.  
 Hodges, John N., Col., Engineers.  
 Hanum, Warren T., Major, Engra.  
 Holcombe, William H., Major, Engrs.  
 Holden, W. W., Capt.  
 Harlow, Woodward E., 1st Lt.  
 Harriman, Sherman T., 2nd Lt. H. Q.  
 Hurst, John L., Pvt. 1 cl. Co. E.  
 Hadley, Daniel W., Hsh. Co. C.  
 Hoyt, Frank, 2nd Lt. Co. C.  
 Hunt, James C., and Lt. H. Q. Co.  
 Harris, Chas. D., Capt. Co. E.  
 Holmes, Albert, 1st Lt. Co. E.  
 Hunt, James C., Sgt. 1 cl. Co. E.  
 Hughes, Walter O., Sgt. Co. E.  
 Harris, Bernard L., Sgt. Co. E.  
 Harris, Byron L., Sgt. Co. E.  
 Hays, Howard V., Cpl. Co. E.  
 Heinlon, Edw. C., Cpl. Co. E.  
 Herrmann, Matthias A., Cpt. Co. E.  
 Hench, Lynn M., Cpl. Co. E.  
 Hagerman, Floyd, Cpl. Co. E.  
 Henlon, Jos. A., Cpl. Co. E.  
 Hartwick, Herbt. E., Wag. Co. E.  
 Hanson, Roger L., Pvt. 1 cl. Co. E.  
 Hardman, Homer S., Pvt. 1 cl. Co. E.  
 Harlan, Roger K., Pvt. 1 cl. Co. E.  
 Hartlerode, Cecil C., Pvt. 1 cl. Co. E.  
 Hearn, Edw. F., Pvt. 1 cl. Co. E.  
 Hill, Bartlett W., Pvt. 1 cl. Co. E.  
 Hill, Jno. G., Pvt. 1 cl. Co. E.  
 Hobbs, Jessie C., Pvt. 1 cl. Co. E.  
 Hager, Jno., Pvt. Co. E.  
 Hagler, Dona, Pvt. Co. E.  
 Hagmayer, Edw. J., Pvt. Co. E.  
 Hamand, Claude E., Pvt. Co. E.  
 Harbert, Jno. L., Pvt. Co. E.  
 Hardwick, Sat., Pvt. Co. E.  
 Harkins, Emery C., Pvt. Co. E.

## HISTORY OF THE SIXTH U. S. ENGINEERS 287

Hayden, Henry J., Pvt. Co. E.  
 Hilz, Henry, Pvt. Co. E.  
 Holubovich, Jno. R., Pvt. Co. E.  
 Horwath, Chas. C., Pvt. Co. E.  
 Hunt, Rbt. W., Pvt. Co. E.  
 Hald Nickolas, 1st Sgt. Co. D.  
 Hald, Chas., 1st Sergt. Co. D.  
 Hall, Albert L., Pvt. Co. D.  
 Hamilton, Oscar R., Pvt. 1 cl. Co. D.  
 Hamilton, Jno. A., Sgt. Co. D.  
 Hamburger, Thomas M., Pvt. Co. D.  
 Hayne, H. M., 2nd Lt. Co. D.  
 Harris, Wm., Pvt. Co. D.  
 Harris, Arthur, Sgt. Co. D.  
 Hayes, Geo. J., Pvt. Co. D.  
 Hebach, Fred A., Cpl. Co. D.  
 Hendrickson, Harold, Pvt. Co. D.  
 Henion, Sterling, Pvt. Co. D.  
 Hepsley, Harold H., Cpl. Co. D.  
 Hermell, Geo. W., Pvt. Co. D.  
 Herndon, Louis W., Pvt. 1 cl. Co. D.  
 Hinds, Burt, Pvt. Co. D.  
 Hoisey, Herbert, Pvt. 1 cl. Co. D.  
 Hill, Harry R., Pvt. Co. D.  
 Higham, Frank, Pvt. Co. D.  
 Hileman, Geo. W., Pvt. Co. D.  
 Hinderlong, Emmet C., Pvt. Co. D.  
 Henry, Corliss R., Pvt. 1 cl. Co. D.  
 Herman, Wm. G., Pvt. Co. D.  
 Hottinger, Ernest A., Pvt. 1 cl. Co. D.  
 Hermon, Hector, Pvt. Co. D.  
 Heider, L. G., 1st Lt. Co. D.  
 Hill, Wm. V., Capt. Co. D.  
 Hogg, Norman W., Pvt. 1 cl. Co. D.  
 Holden, Glenn, Cpl. Co. D.  
 Hubbard, Keith B., 1st Lt. Co. D.  
 Hrabak, Jos., Pvt. Co. D.  
 Hunt, Samuel M., Cpl. Co. D.  
 Hutton, Jno. W., Cpl. Co. D.  
 Hyducheck, Vladimir, Pvt. Co. D.  
 Hyland, James L., Pvt. Co. D.  
 Harlow, Woodward L., 1st Lt. Co. A.  
 Harris, Charles H., Capt. Co. B.  
 Hill, Louis L., 1st Lt. Co. B.  
 Harding, John E., Cpl. Co. B.  
 Heal, Louis R., Cpl. Co. B.  
 Herlihy, James P., Cpl. Co. B.  
 Hoetsel, Charles S., Cpl. Co. B.  
 Herman, John, Cpl. Co. B.  
 Hitt, Theodore, Cpl. Co. B.  
 Hudson, Henry F., Cpl. Co. B.  
 Hunter, Horace H., Cpl. Co. B.  
 Hendricks, Harry, Cook, Co. B.  
 Hartley, Herbert A., Pvt. 1 cl. Co. B.  
 Henry, Charles A., Pvt. 1 cl. Co. B.  
 Hoogkirk, Benjamin O., Pvt. 1 cl. Co. B.  
 Houghton, William H., Pvt. 1 cl. Co. B.  
 Huber, Wilson A., Pvt. 1 cl. Co. B.  
 Hughes, Harry J., Pvt. Co. B.

Howe, Earl, Pvt. Co. B.  
 Hayland, Sigurd, Pvt. Co. B.  
 Hamberth, Vernon K., Pvt. Co. B.  
 Hanley, William A., Pvt. Co. B.  
 Hartnett, John G., Pvt. Co. B.  
 Haynes, Joseph H., Pvt. Co. B.  
 Henry, Robert L., Pvt. Co. B.  
 Herra, Dementie, Pvt. Co. B.  
 Hickey, Charles F., Pvt. Co. B.  
 Hobbs, Frank G., Pvt. Co. B.  
 Howard, John C., Pvt. Co. B.  
 Huff, Joseph L., Pvt. Co. B.  
 Harkey, Frank B., Pvt. Co. B.  
 Harter, Guy C., Pvt. Co. B.  
 Hayworth, Fred, Pvt. Co. B.  
 Hecht, Israel, Pvt. Co. B.  
 Hock, Moner, Pvt. Co. B.  
 Heider, Lewis G., 1st Lt. Co. F.  
 Hill, Lewis S., 1st Lt. Co. F.  
 Harris, Tom J., 1st Lt. Co. F.  
 Himes, Edward J., 1st Lt. Co. F.  
 Hayden, Henry O., Sgt. Co. F.  
 Huggins, Lambert H., Sgt. Co. F.  
 Hayes, James P., Sgt. Co. F.  
 Hyder, John, Co. F.  
 Harter, George A., Sgt. Co. F.  
 Hatmaker, Fred J., Cpl. Co. F.  
 Huggins, Lambert H., Sgt. Co. F.  
 Heller, Fred A., Cpl. Co. F.  
 Howat, Walter L., Cook, Co. F.  
 Hall, Frank B., Pvt. 1 cl. Co. F.  
 Hoben, Francis P., Pvt. 1 cl. Co. F.  
 Hart, Leon J., Pvt. 1 cl. Co. F.  
 Hunt, Leslie L., Pvt. 1 cl. Co. F.  
 Hoben, Edward J., Pvt. 1 cl. Co. F.  
 Hendrie, Leland W., Pvt. 1 cl. Co. F.  
 Huddy, Edward H., Pvt. 1 cl. Co. F.  
 Hitchcock, Roy E., Pvt. 1 cl. Co. F.  
 Halter, William J., Pvt. Co. F.  
 Hopkins, George D., Pvt. Co. F.  
 Huntington, Daniel, Pvt. Co. F.  
 Hart, Edward L., Pvt. Co. F.  
 Heltzel, Frank, Pvt. Co. F.  
 Hally, George F., Pvt. Co. F.  
 Henry, William J., Pvt. Co. F.  
 Hoiun, Christian A., Pvt. Co. F.  
 Hudson, Robert E., Cpl. Med. Det.  
 Hanlon, Francis S., Pvt. 1 cl. Med. Det.  
 Hoye, Harold C., Pvt. 1 cl. Med. Det.  
 Halderman, Herbert A., Wag. Engr. Train.  
 Henshaw, Ralph H., Wag. Engr. Train.  
 Hook, Homer B., Wag. Engr. Train.  
 Hughes, Harry J., Pvt. Engr. Train.  
 Houston, Jesse D., M. E. Jun. Grade, H. Q.  
 Hold, Nicholas, M. E. Jun. Grade, H. Q.  
 Hartley, Herbert, Sgt. 1 cl. H. Q.  
 Hammaker, Herbert, Sgt. bug. H. Q.  
 Holden, Glenn, Col. Sgt. H. Q.

## 288 HISTORY OF THE SIXTH U. S. ENGINEERS

Horwarth, Charles C., Cook, H. Q.  
 Hearns, Edward F., Wag. H. Q.  
 Hager, Walter, Pvt. Co. A.  
 Hampton, Jack, Pvt. Co. A.  
 Hodges, Thomas G., Pvt. Co. A.  
 Holden, Gus F., Pvt. Co. A.  
 Holsenbach, Jno. F., Pvt. Co. A.  
 Hume, Chas. F., Pvt. Co. A.  
 Hurt, Jno. L., Pvt. Co. A.  
 Habood, Jos. P., Pvt. Co. A.  
 Hoyt, Jno. F., Pvt. Co. A.  
 Hanoucok, Rudolph, Pvt. Co. A.  
 Holmes, Geo. S., Pvt. Co. A.  
 Holmes, Paul J., Pvt. Co. A.  
 Hoppel, Andrew N., Pvt. Co. A.  
 Harmaza, Peter, Pvt. Co. A.  
 Hobert, Peter J., Pvt. Co. A.  
 Hunter, Albert, Pvt. Co. A.  
 Hand, Percy, Pvt. Co. A.  
 Harrington, Robt. C., Pvt. Co. A.  
 Hoffman, Graydon W., Pvt. Co. A.  
 Hood, Henry E., Pvt. Co. A.  
 Hoback, Everett H., Pvt. 1 cl. Co. A.  
 Hager, Louis A., Pvt. 1 cl. Co. A.  
 Hard, Clarence M., Pvt. 1 cl. Co. A.  
 Hanon, Francis J., Pvt. 1 cl. Co. A.  
 Hughes, Edward S., Pvt. 1 cl. Co. A.  
 Hamilton, Wm., Pvt. 1 cl. Co. A.  
 Hess, Geo. F., Pvt. 1 cl. Co. A.  
 Hoheusle, Alfred T., Pvt. 1 cl. Co. A.  
 Hurt, Claude A., Pvt. 1 cl. Co. A.  
 Healey, Owen J., Pvt. 1 cl. Co. A.  
 Henderson, Ercell C., Pvt. 1 cl. Co. A.  
 Hildabrant, Neal, Cpl. Co. A.  
 Henderson, Otto, Cpl. Co. A.  
 Hansen, Edward, Cpl. Co. A.  
 Harden, Everett, Cpl. Co. A.  
 Haucke, Chas. A., Cpl. Co. A.  
 Hazel, Tallie P., Cpl. Co. A.  
 Hutchinson, Jno., Cpl. Co. A.  
 Harriman, Sherman, Sgt. 1 cl. Co. A.  
 Hammer, Jno. A., Sgt. 1 cl. Co. A.  
 Hart, Chas. W., Sgt. 1 cl. Co. A.  
 Hart, Lewis W., Sgt. 1 cl. Co. A.  
 Hayes, Clenton W., Sgt. Co. A.  
 Hollis, Chas. P., Sgt. Co. A.  
 Heath, Arthur E., Sgt. Co. A.  
 Hoback, Harry, Sgt. Co. A.  
 Hood, Edgar, Cook, Co. A.  
 Hamilton, Wilson E., Sup. Sgt. Co. B.  
 Inyard, Fred H., Cpl. Co. F.  
 Ingilis, Grover, 1st Lt. Co. D.  
 Ireland, Fred E., Cpl. Co. D.  
 Irmer, Walter A., Pvt. 1 cl. Co. E.  
 Iry, Clarence N., 1st Lt. Co. F.  
 Irwin, Wm. J., 2nd Lt., Field Tr.  
 Ingraham, Charles, Pvt. Co. C.  
 Idse, Nels, Cpl. Co. A.  
 Iholtze, Jno. R., Pvt. 1 cl. Co. A.  
 Insigna, Vincent, Pvt. 1 cl. Co. A.  
 Istell, Henry E., Pvt. 1 cl. Co. A.  
 Irving, Elmer F., Pvt. Co. A.  
 Ison, James, Pvt. Co. A.  
 Johansen, Jens P., Wag. Field Tr.  
 Johnson, Andrew J., Pvt. Co. D.  
 Johnson, Richard W., Wag. Field Tr.  
 Jones, Julius W., Sgt. Field Tr.  
 Jordan, Wilson C., Wag. Field Tr.  
 Julian, Leo G., Pvt. 1 cl. Field Tr.  
 Just, Martin W., Wag. Field Tr.  
 Jersey, Henry, Col. Engrs.  
 Jones, Nathan H., Lt. Col. Eng.  
 Jones, Kenneth S., Major Eng.  
 Jones, Harris, Major, Eng.  
 Johnson, Felix, Pvt. 1 cl. Co. A.  
 Johnston, Wm., Pvt. Co. A.  
 Jones, Clarence E., Pvt. Co. A.  
 Jones, Curtis, Pvt. Co. A.  
 Jackson, Donhan Y., Pvt. Co. A.  
 Jackson, Marion M., Pvt. Co. A.  
 Jacobs, Jno., Pvt. Co. A.  
 Johnson, Robt. W., Pvt. Co. A.  
 Jones, Martin W., Capt. Co. A.  
 Jewett, James J., Sgt. Co. C.  
 Jaroni, Martin, Pvt. 1 cl. Co. C.  
 Johnston, Howard H., Pvt. 1 cl. Co. C.  
 Jeffers, Walter, Pvt. Co. C.  
 Jeffries, Chas., Pvt. Co. C.  
 Johnson, Joseph H., Pvt. Co. C.  
 Janning, Albert, Pvt. 1 cl. Co. B.  
 Jordan, Wilson, Pvt. Co. B.  
 James, Wm. R., Pvt. Co. B.  
 Jacques, Victor, Pvt. Co. B.  
 Jamrog, Stanley G., Pvt. Co. B.  
 Jerusel, Stanley P., Pvt. Co. B.  
 Johnson, Richard W., Pvt. Co. B.  
 Johnson, Peter, Sgt. Co. F.  
 Jeffrey, Phillip, Wag. Co. F.  
 Jacobsen, Emile, Pvt. 1 cl. Co. F.  
 Johnsen, Ragnar A., Pvt. 1 cl. Co. F.  
 Jernigan, Calvin E., Pvt. 1 cl. Co. F.  
 Janicki, Frank, Pvt. Co. F.  
 Jose, Frank H., Pvt. Co. F.  
 Jones, Wm. L., Pvt. Co. F.  
 Johnson, Wm. C., Cpl. Co. E.  
 Johnston, Geo. R., Cpl. Co. E.  
 James, Paul E., Cpl. Co. E.  
 Jellison, Harold M., Pvt. 1 cl. Co. E.  
 Jensen, Harry H., Pvt. 1 cl. Co. E.  
 Johnson, Ernest, Pvt. 1 cl. Co. E.  
 Jones, Arthur E., Pvt. 1 cl. Co. E.  
 Jones, Muncie, Pvt. 1 cl. Co. E.  
 Jacques, Jno., Pvt. Co. E.  
 James, Zeburn V., Pvt. Co. E.  
 Jileau, Adelard J., Pvt. Co. E.  
 Johnson, Arthur E., Pvt. Co. E.  
 Johnson, Dan, Pvt. Co. E.  
 Johnson, Stanley J., Pvt. Co. E.  
 Johnson, Wm. O., Pvt. Co. E.  
 Jones, Carl B., Pvt. Co. E.  
 Jones, James S., Pvt. Co. E.

## HISTORY OF THE SIXTH U. S. ENGINEERS 289

Jones, Tom S., Pvt. Co. E.  
 Jorian, Ralph L., Pvt. Co. E.  
 Jablowski, Stephan, Pvt. Co. D.  
 Jakabowski, Wladislaw, Pvt. Co. D.  
 Jeffords, Jos. V., Pvt. 1 cl. Co. D.  
 Johnson, Clarence G., Cook Co. D.  
 Johnson, Chas. O., Pvt. Co. D.  
 Johnson, Edwin E., Cook, Co. D.  
 Johnson, William, Batt. Sgt. Maj. H. Q.  
 Jose, Frank H. Jr., Wag. Co. C.  
 Johnsen, Andre F., Cpl. Co. F.  
 Karantone, Geo., Pvt. Co. D.  
 Karl, Frank W., Cpl. Co. D.  
 Karr, Lawrence, Cpl. Co. D.  
 Kavanagh, Garrett J., Cpl. Co. D.  
 Kelly, Jno. H., Cook, Co. D.  
 Kelly, Jno. P., Cpl. Co. D.  
 Kelley, Wm. Steve, Pvt. Co. D.  
 Kern, Albert J., Pvt. Co. D.  
 Killen, Bernard V., Pvt. Co. D.  
 Kimball, Harold A., Pvt. Co. D.  
 Kinsman, Harold S., Cpl. Co. D.  
 Kledaras, Geo. A., Pvt. Co. D.  
 Klimowich, Stephan, Pvt. Co. D.  
 Koffel, Jno. K., Pvt. Co. D.  
 Knost, Lawrence, Pvt. Co. D.  
 Kosky, Leo, Cpl. Co. D.  
 Kunz, Herbert, Pvt. 1 cl. Co. D.  
 Kozerski, Martin, Pvt. Co. D.  
 Kozlowski, Anton, Pvt. 1 cl. Co. D.  
 Kryzak, Joseph, Pvt. Co. D.  
 Kriwacky, Frank, Pvt. Co. D.  
 Khachadoorian, Harootum, 1st Lt. Co. E.  
 Krom, Leroy, Sgt. 1 cl. Co. E.  
 Kabo, Jno., Sgt. Co. E.  
 Kenyon, Samuel A., Sgt. Co. E.  
 Kissel, Edward, Cpl. Co. E.  
 King, Paul J., Cpl. Co. E.  
 Kelly, Geo. W., Cpl. Co. E.  
 Kean, Thomas J., Cpl. Co. E.  
 Krane, Jos., Cook, Co. E.  
 Kelsom, Augie J., Pvt. 1 cl. Co. E.  
 Kennedy, Geo. M., Pvt. 1 cl. Co. E.  
 Kline, Frank A., Pvt. 1 cl. Co. E.  
 Knudson, Jno., Pvt. 1 cl. Co. E.  
 Kwiatkowski, Stephen J., Pvt. 1 cl. Co. E.  
 Kahle, Otto L., Pvt. Co. E.  
 Kaplan, Maurice, Pvt. Co. E.  
 Kasee, Earl, Pvt. Co. E.  
 Kehoe, Thomas, Pvt. Co. E.  
 Kellenbach, Jos. H., Pvt. Co. E.  
 Kelley, Chas. I., Pvt. Co. E.  
 Kern, Jos. R., Pvt. Co. E.  
 King, Thomas F., Pvt. Co. E.  
 Kimball, Maurice D., Pvt. Co. E.  
 Kirby, Emmet C., Pvt. Co. E.  
 Kirchoff, Alfred C., Pvt. Co. E.  
 Kisko, Jno. A., Pvt. Co. E.  
 Koblinski, Jno., Pvt. Co. E.  
 Koletsios, Peter, Pvt. Co. E.  
 Kezowski, Theo. J., Pvt. Co. E.  
 Kringer, Albert J., Pvt. Co. E.  
 Kralik, Andrew P., Sgt. Co. F.  
 Kelly, Geo. W., Cpl. Co. F.  
 King, Michael J., Cpl. Co. F.  
 Knight, Lloyd, Pvt. Co. F.  
 Kabelka, Otto, Pvt. Co. F.  
 Kingery, James R., Pvt. Co. F.  
 Kelley, Frank J., Pvt. Co. F.  
 Kuhn, Samuel L., Capt. H. Q. Co.  
 Kabelka, Otto, Pvt. Field Tr.  
 Kerr, Fred C. W., Wag. Field Tr.  
 Kelly, Edward P., Pvt. Field Tr.  
 King, Albert F., Sgt. Field Tr.  
 Kingsley, Arrol T., Wag. Field Tr.  
 Kirby, Tom W., Wag. F. Tr.  
 Kirk, Foster L., Wag. Field Tr.  
 Klos, Jno. B., Cpl. Field Tr.  
 Kozlowski, Theodore, Wag. Field Tr.  
 Knerr, Lewis E., Capt. Co. B.  
 Kishbaugh, Walter, 2nd Lt. Co. B.  
 Kirst, Fred E., Sgt. Co. B.  
 Krug, Jos. C., Cpl. Co. B.  
 Knutson, Arthur O., Cpl. Co. B.  
 Keppler, Glenn M., Pvt. 1 cl. Co. B.  
 Karahalis, Thomas G., Pvt. 1 cl. Co. B.  
 Kennedy, Thomas H., Pvt. 1 cl. Co. B.  
 Kingsley, Henry A., Pvt. 1 cl. Co. B.  
 Kitchen, Wm. W., Pvt. 1 cl. Co. B.  
 Kolleda, Albert E., Pvt. 1 cl. Co. B.  
 Kummer, Jos. J., Pvt. 1 cl. Co. B.  
 Kleinheider, Emil, Pvt. 1 cl. Co. B.  
 Klaske, Frank W., Pvt. Co. B.  
 Kimbrough, Paul M., Pvt. Co. B.  
 Kelly, Jno. J., Pvt. Co. B.  
 Kantner, Chas. F., Pvt. Co. B.  
 Keesling, James R., Pvt. Co. B.  
 King, Robt., Pvt. Co. B.  
 Knowles, Roland B., Pvt. Co. B.  
 Kennedy, Henry J., Pvt. Co. B.  
 King, Fred, Pvt. Co. B.  
 Klapper, Allan, Pvt. Co. B.  
 Knapp, Donald T., Pvt. Co. B.  
 Koss, Isadore, Pvt. Co. B.  
 Krillenberger, Chas., Pvt. Co. B.  
 Katz, Wm., Pvt. 1 cl. Med. Det.  
 Keating, Francis S., Pvt. 1 cl. Med. Det.  
 Kenny, Jno. D., Pvt. 1 cl. Med. Det.  
 Krambs, Isidore, Pvt. 1 cl. Med. Det.  
 Kuehner, Oscar W., Pvt. 1 cl. Med. Det.  
 Kenah, Percy M., M. E. H. Q. Co.  
 Kromm, Leroy, M. E. H. Q. Co.  
 Kadula, Richard, Bat. Sgt. Maj.  
 Kirkpatrick, Ralph E., Cpl. H. Q. Co.  
 Kolleda, Albert, Cook. H. Q. Co.  
 Kimm, Dick, Pvt. H. Q. Co.  
 Killen, Harold, J. W., 2nd Lt. Co. C.  
 Keefner, Irwin J., Sgt. Co. C.  
 Kahle, Samuel, Cpl. Co. C.  
 Kellogg, Levi L., Cpl. Co. C.  
 Kodick, Jno., Cpl. Co. C.  
 Kuhn, Geo. M., Pvt. 1 cl. Co. C.

## 290 HISTORY OF THE SIXTH U. S. ENGINEERS

Kahle, Otto L., Pvt. Co. C.  
 Kelber, Jno., Pvt. Co. C.  
 Kennedy, Kiley, Pvt. Co. C.  
 Kirk, Foster L., Pvt. Co. C.  
 Kirk, Ralph, Pvt. Co. C.  
 Kimmel, Thomas E., Pvt. Co. C.  
 King, Ralph M., Pvt. Co. C.  
 Klemm, Henry, Pvt. Co. C.  
 Krueger, Louis, Pvt. Co. C.  
 Kuentz, Herman M., 2nd Lt. Co. A.  
 Kelsey, Jno. W., Capt. Co. A.  
 Krenz, Fred D., 1st Lt. Co. A.  
 Keast, Thomas E., Cpl. Co. A.  
 Kirkpatrick, Ralph, Cpl. Co. A.  
 Kirwan, Daniel, Cpl. Co. A.  
 Klein, Milton, Cpl. Co. A.  
 Kirkpatrick, James, Wag. Co. A.  
 Kaliss, Wm. F., Pvt. 1 cl. Co. A.  
 Kuhn, Louis J., Pvt. 1 cl. Co. A.  
 Kropf, Leo A., Pvt. 1 cl. Co. A.  
 Kuester, Walter H., Pvt. 1 cl. Co. A.  
 Kalbfleisch, Theo F., Jr., Pvt. 1 cl. Co. A.  
 Krywalski, Jos., Pvt. Co. A.  
 King, Jno. H., Pvt. Co. A.  
 King, Fred T., Pvt. Co. A.  
 Kingsley, Jno. W., Pvt. Co. A.  
 Kleis, Henry J., Pvt. Co. A.  
 Kornacki, Jos. J., Pvt. Co. A.  
 Kocab, Jos., Pvt. Co. A.  
 Klapper, Allen H., Pvt. Co. A.  
 Klein, Milton, Sgt. H. Q. Co.  
 Knerr, Lewis E., Capt. H. Q. Co.  
 Kernan, Francis W., Sgt. Co. F.  
 Kotzun, Geo., Cpl. Co. F.  
 Kaatze, Julius, Cpl. Co. F.  
 Keefe, Andrew, Wag. Co. B.  
 Kaczmarek, Stan J., Pvt. Co. B.  
 Kelton, Edw. C., Maj. H. Q. Co.  
 Kathvech, William, Pvt. Co. A.  
 Kotschorok, Harry, Pvt. Co. A.  
 Larkin, Thomas B., Major, H. Q. Co.  
 Love, Robert A., Capt. H. Q. Co.  
 Lyons, F. Russel, Capt. H. Q. Co.  
 La Fountain, Alfred E., Pvt. Co. D.  
 Laing, John C., Sgt. Co. D.  
 Land, John W., Cook, Co. D.  
 Landau, Edward H., Cpl. Co. D.  
 Landergott, Peter A., Pvt. 1 cl. Co. D.  
 Lapsley, John J., Cpl. Co. D.  
 Lassiter, Willie L., Cook, Co. D.  
 Laster, Newton, Wag. Co. D.  
 Learmonth, Robert, Pvt. Co. D.  
 LeDuc, Edmond, Pvt. Co. D.  
 Lehman, Chauncey, Cpl. Co. D.  
 Lewis, Roland C., Pvt. Co. D.  
 Lewellen, Lester R., Cpl. Co. D.  
 Lezott, Raoul A., Sad. Co. D.  
 Le Vogue, Leslie L., 2d Lt. Co. D.  
 Liberty, Joseph R., Pvt. Co. D.  
 Lightner, Lloyd E., Pvt. Co. D.  
 Little, Howard W., Sgt. Co. D.  
 Lobb, Charles N., Pvt. Co. D.  
 Loveland, Rufus R., 1st Lt. Co. D.  
 Laskowski, Adam, Wag. Field Tr.  
 Lee, John E., Pvt. 1 cl. Field Tr.  
 Loftus, Kenneth A., Wag. Field Tr.  
 Long, Rex E., Sgt. Field Tr.  
 Loveland, Rufus R., 1st Lt. Co. F.  
 La Baw, Arch E. R., Sgt. Co. F.  
 Linn, Russel J., Cpl. Co. F.  
 Lanthorn, Archie N., Cook, Co. F.  
 Lynch, Norman H., Pvt. 1 cl. Co. F.  
 Louden, David G., Pvt. 1 cl. Co. F.  
 Larkin, James G., Pvt. 1 cl. Co. F.  
 Lyons, James A., Pvt. 1 cl. Co. F.  
 Loveless, Felix A., Pvt. 1 cl. Co. F.  
 Le Master, Hoyt C., Pvt. Co. F.  
 Lesher, Louis, Pvt. Co. F.  
 Lewis, Raymond E., Pvt. Co. F.  
 Long, Oscar K., Pvt. Co. F.  
 La Mar, Homer P., Pvt. Co. F.  
 Leventon, Samuel, Pvt. Co. F.  
 Luse, Arthur E., Pvt. Co. F.  
 Lyons, John J., Pvt. Co. F.  
 Littlefield, Harry A., Major Med. Det.  
 Levey, Abram I., Pvt. Med. Det.  
 Law, Lewis J., M. E. Jr. H. Q. Co.  
 LeNoir, Eugene L., M. E. Jr., H. Q. Co.  
 Logan, William, Mess Sgt.  
 Lyon, Edward G., Sgt. H. Q. Co.  
 Lasky, Anthony F., Cpl. H. Q. Co.  
 Little, Orville A., Wag. H. Q. Co.  
 LaTeer, Frank R., Pvt. H. Q. Co.  
 Lagoe, Earl G., Pvt. H. Q. Co.  
 Leahy, Hugh F., Pvt. H. Q. Co.  
 Lanane, John, Pvt. H. Q. Co.  
 LaRowe, Henry E., Cpl. Co. C.  
 Lewis, Kenneth R., Cpl. Co. C.  
 Lockwood, Leslie, Cpl. Co. C.  
 Lundquist, Earl I., Cpl. Co. C.  
 Lamont, John T., Cook, Co. C.  
 Lazzaro, Girolami, Cook, Co. C.  
 Langren, Edward W., Wag. Co. C.  
 Lee, Ben E., Pvt. 1 cl. Co. C.  
 Leitsch, Frank J., Pvt. 1 cl. Co. C.  
 Lund, Eric, Pvt. 1 cl. Co. C.  
 Langle, Cyrus N., Pvt. Co. C.  
 Lavanway, Joseph, Pvt. Co. C.  
 Lawson, John R., Pvt. Co. C.  
 Larrabee, Thomas, Pvt. Co. C.  
 Leahy, Hugh F., Pvt. Co. C.  
 Levine, Abe, Pvt. Co. C.  
 Little, John D., Pvt. Co. C.  
 Loring, Edward, Pvt. Co. C.  
 Lotrick, Victor, Pvt. Co. C.  
 Lott, Gordon, Pvt. Co. C.  
 Lutvenchuck, Elia, Pvt. Co. C.  
 Littlejohn, K. S., Capt. Co. E.  
 Lyons, F. Russel, 1st Lt. Co. E.  
 Lowen, Ammie S., Sgt. 1 cl. Co. E.  
 Lacker, Geo. W., Sgt. 1 cl. Co. E.  
 Loftus, John P., Cpl. Co. E.  
 Lowe, Claude M., Cpl. Co. E.  
 Ladlee, Ernest J., Wag. Co. E.  
 Lilly, Bert, Wag. Co. E.  
 Leiby, Calvin M., Bug. Co. E.

## HISTORY OF THE SIXTH U. S. ENGINEERS 291

Larsen, Ernst, Pvt. 1 cl. Co. E.  
 Liechty, Albert R., Pvt. 1 cl. Co. E.  
 Little, Orville A., Pvt. 1 cl. Co. E.  
 Loftus, Kenneth A., Pvt. 1 cl. Co. E.  
 Lynch, Jerry M., Pvt. 1 cl. Co. F.  
 Langham, Ervie O., Pvt. Co. E.  
 Laskowski, Adam, Pvt. Co. E.  
 Lawless, Richard A., Pvt. Co. E.  
 Lind, Emil A., Pvt. Co. E.  
 Linden, Richard, Pvt. Co. E.  
 Lindsey, Ansel, Pvt. Co. E.  
 Lobato, Gaspar, Pvt. Co. E.  
 Longtin, Cassimer, Pvt. Co. E.  
 Lux, Roman F., Pvt. Co. E.  
 Larkin, Thomas B., Capt. Co. A.  
 Langhorne, Jas. P., Jr., Cpl. Co. A.  
 Laughlin, Joseph, Cpl. Co. A.  
 Lyon, James, Cpl. Co. A.  
 LeNoir, Eugene L., Sgt. 1 cl. Co. A.  
 Lund, Philip F., Sgt. Co. A.  
 Lang, Geo. E., Pvt. Co. A.  
 Letario, Connarino, Pvt. Co. A.  
 Lane, John, Pvt. Co. A.  
 Leavitt, Alfred, Pvt. Co. A.  
 Ludewig, Frederick O., Pvt. Co. A.  
 Lassiter, James E., Pvt. Co. A.  
 Lane, Wendall E., Pvt. Co. A.  
 Lewis, Otha, Pvt. Co. A.  
 Lisy, Lewis A., Pvt. Co. A.  
 Livley, Geo. D., Pvt. Co. A.  
 Leifer, Sherman W., Pvt. Co. A.  
 Laiberg, Steven, Pvt. Co. A.  
 Lowe, Harry, Pvt. Co. A.  
 Larison, Christ, Pvt. Co. A.  
 Lucas, Anthony, Pvt. 1 cl. Co. A.  
 Little, Dominic, Pvt. 1 cl. Co. A.  
 Lucas, William H., Pvt. 1 cl. Co. A.  
 Larney, Joseph, Pvt. 1 cl. Co. A.  
 Lewis, Leroy, Pvt. 1 cl. Co. A.  
 Luttrell, George, Pvt. 1 cl. Co. A.  
 Love, Robert A., Capt. Co. B.  
 Lee, Orsen H., 1st Lt. Co. C.  
 Lockwood, Wilbur, Sgt. 1 cl. Co. B.  
 Link, William A., Sgt. 1 cl. Co. B.  
 Larkin, Howard E., Cpl. Co. B.  
 Lawless, Thomas P., Cpl. Co. B.  
 Letourneau, Alphonse, Pvt. 1 cl. Co. B.  
 LeTeer, Frank R., Pvt. 1 cl. Co. B.  
 Law, Martin B., Pvt. 1 cl. Co. B.  
 Lacombe, Arthur J., Pvt. Co. B.  
 Larsen, Carl, Pvt. Co. B.  
 Leitz, Albert F., Pvt. Co. B.  
 Levering, Franklin T., Pvt. Co. B.  
 Link, Charles A., Pvt. Co. B.  
 Lipka, Stephen, Pvt. Co. B.  
 Lusk, Boyd J., Pvt. Co. B.  
 LaChapelle, Alex, Pvt. Co. B.  
 Large, Leo, Pvt. Co. B.  
 Lengal, Frank E., Pvt. Co. B.  
 Lewickes, Jno., Pvt. Co. B.  
 Lindbloom, Victor A., Pvt. Co. B.  
 Livingston, Robt. J., Pvt. Co. B.  
 Larrivel, Phillip O., Wag. Co. A.  
 Lockwood, Edw. E., Cpl. Co. F.  
 Littlejohn, Kenneth S., Capt. H. Q. Co.  
 McHugh, Patrick, 1st Lt. Med. Det.  
 McIntyre, Jno. A., Sgt. Med. Det.  
 Malven, Donald, Pvt. 1 cl. Med. Det.  
 Mettler, Chas. C., Pvt. Med. Det.  
 Milberg, Wm. H., Pvt. Med. Det.  
 Moore, Henry D., Capt. Co. F.  
 Mansfield, Lloyd L., 2nd Lt. Co. F.  
 Munroe, Robt. K., Capt. Co. F.  
 McCue, Michael J., Sgt. 1 cl. Co. F.  
 McNamara, Lawrence N., Mess Sgt. Co. F.  
 McKay, Chas. O., Sgt. Co. F.  
 McHie, Sidmund D., Cpl. Co. F.  
 Martin, Harry J., Cpl. Co. F.  
 Mulvihill, Patrick J., Cpl. Co. F.  
 Marston, Clarence M., Cpl. Co. F.  
 Moore, Edmund A., Cpl. Co. F.  
 Marsh, Graham L., Cpl. Co. F.  
 Mamusaka, Anthony, Cpl. Co. F.  
 McMartin, Arch, Cpl. Co. F.  
 Moore, Francis A., Cpl. Co. F.  
 McIntosh, Charles E., Wag. Co. F.  
 Myers, Thomas J., Wag. Co. F.  
 Magnoson, Louis, Wag. Co. F.  
 McDonald, Augus, Pvt. Co. F.  
 McQuaig, Ottis G., Pvt. Co. F.  
 McIlvain, Ross, Cook Co. F.  
 Manley, Arthur L., Pvt. 1 cl. Co. F.  
 Morrison, Geo. R., Pvt. 1 cl. Co. F.  
 Marston, Ralph G., Pvt. 1 cl. Co. F.  
 Middleton, David H., Pvt. 1 cl. Co. F.  
 Millan, Anthony P., Pvt. 1 cl. Co. F.  
 Miara, Chas. C., Pvt. 1 cl. Co. F.  
 McPherson, Alex, Pvt. 1 cl. Co. F.  
 McCallum, Alvin A., Pvt. 1 cl. Co. F.  
 McRea, Geo. E., Pvt. 1 cl. Co. F.  
 Morgan, Jno., Pvt. 1 cl. Co. F.  
 Miller, Russel H., Pvt. Co. F.  
 Martin, Harry J., Pvt. Co. F.  
 Meeka, Victor S., Pvt. Co. F.  
 Miskel, Walter, Pvt. Co. F.  
 Myers, Frederick W., Pvt. Co. F.  
 McCallister, Wm. H., Pvt. Co. F.  
 McDonald, Victory J., Pvt. Co. F.  
 Millard, Chas. H., Pvt. Co. F.  
 McCole, Wm., Pvt. Co. F.  
 Miller, Jno. B., Pvt. Co. F.  
 Minnick, Carl, Pvt. Co. F.  
 Mitchell, Jno., Pvt. Co. F.  
 Mueller, August J., Pvt. Co. F.  
 Murrell, Burt, Pvt. Co. F.  
 Maxwell, Alex., Wag. Field Tr.  
 Malatesta, Pasquale, Wag. Field Tr.  
 McAvoy, James W., Pvt. Field Tr.  
 McKittrick, Oscar A., Wag. Field Tr.  
 McDonald, Angus J., Hsbr. Field Tr.  
 McNally, Frank P., Wag. Field Tr.

## 292 HISTORY OF THE SIXTH U. S. ENGINEERS

Miller, Russell H., Wag. Field Tr.  
 Murphy, Edw. J., Pvt. Field Tr.  
 Murphy, Timothy T., Pvt. Field Tr.  
 Meyers, Edgar K., Cpl. Field Tr.  
 Maddison, Roy W., Pvt. 1 cl. Co. D.  
 Madden, Henry J., Pvt. Co. D.  
 Mann, Chester A., Pvt. Co. D.  
 Mauck, Stanley, Pvt. Co. D.  
 May, Samuel J., Jr., Pvt. Co. D.  
 McIntyre, Patrick, Cpl. Co. D.  
 Mazorowski, Chas. J., Pvt. Co. D.  
 McIntosh, Wm. J., Cpl. Co. D.  
 Marble, Wiley H., 2nd Lt. Co. D.  
 Marschner, W. B. P., and Lt. Co. D.  
 McGrory, Jno., Pvt. Co. D.  
 McKee, Jno. H., Pvt. Co. D.  
 McMahon, Chas. J., Pvt. Co. D.  
 McNeil, Godfrey, Pvt. Co. D.  
 McKinsey, Oliver P., Pvt. Co. D.  
 Magill, Jos. W., Pvt. Co. D.  
 McMahon, Wm. X., Pvt. Co. D.  
 Masiel, Joaquin M., Cpl. Co. D.  
 Martin, Leo E., Sgt. Co. D.  
 McGlinn, Bernard J., Pvt. 1 cl. Co. D.  
 McGrory, Wm. H., Stab. Sgt. Co. D.  
 Martin, Wm. F., Cpl. Co. D.  
 Mead, Roy A., Cpl. Co. D.  
 Merrick, Raymond, Pvt. Co. D.  
 Merriweather, Reub., Pvt. Co. D.  
 Mathis, Jesse L., Pvt. 1 cl. Co. D.  
 Maloney, Thomas F., Jr., Pvt. 1 cl. Co. D.  
 Meyer, Arthur, Cpl. Co. D.  
 Meyers, Louis E., Pvt. Co. D.  
 Meyer, Clarence, Cpl. Co. D.  
 McGhee, Roy E., Pvt. 1 cl. Co. D.  
 McGillivray, Thomas, Pvt. Co. D.  
 McNamara, Francis, Pvt. 1 cl. Co. D.  
 Mason, Winfield J., Pvt. 1 cl. Co. D.  
 Miche, Elmer H., Pvt. 1 cl. Co. D.  
 Mendenhall, Arthur J., Pvt. Co. D.  
 Michaels, Herbert E., Cpl. Co. D.  
 Milgrim, Jos. P., Pvt. 1 cl. Co. D.  
 Miller Mathew, Pvt. 1 cl. Co. D.  
 McNight, Douglas, 2nd Lt. Co. D.  
 McLeod, Don, 1st Lt. Co. D.  
 Miller, Clifford L., Pvt. Co. D.  
 Miller, Peter G., Sgt. 1 cl. Co. D.  
 Miller, Edgar V., Pvt. Co. D.  
 Miller, Robert R., Sgt. Co. D.  
 Milliken, Alfred, 2nd Lt. Co. D.  
 Milligan, Thomas, Cpl. Co. D.  
 Minksttin, Jno., Pvt. Co. D.  
 Monaghan, Lester L., Pvt. Co. D.  
 Moleski, Stanley B., Cpl. Co. D.  
 Morrow, Joseph W., Pvt. 1 cl. Co. D.  
 Moser, Rudolph E., Pvt. 1 cl. Co. D.  
 Motch, Geo. E., Cpl. Co. D.  
 Murazewski, Boleslav, Pvt. Co. D.  
 Murphy, Jno. T., Cpl. Co. D.  
 Murray, Chas. A., Wag. Co. D.  
 Murray, Harry A., Pvt. Co. D.  
 Murray, Herbert A., Pvt. Co. D.  
 Murphy, Jeremiah J., Capt. H. Q. Co.  
 McCaro, Frederick A., Capt. H. Q. Co.  
 Medine, Simon, Capt. H. Q. Co.  
 Murphy, Jno. J., 1st Sergt. Co. B.  
 Mackey, James J., Sgt. Co. B.  
 Martin, Harry C., Sgt. Co. B.  
 McGee, Arthur J., Sgt. Co. B.  
 Miller Wm. P., Sgt. Co. B.  
 Marshall, Jno. D., Sgt. Co. B.  
 Markey, Alvin J., Sgt. Co. B.  
 McDonald, Alfred R., Cpl. Co. B.  
 Maier, Arthur G., Cpl. Co. B.  
 Miler, Jno. E., Cpl. Co. B.  
 Manney, Frederick, Cpl. Co. B.  
 Manning, Arthur, Cpl. Co. B.  
 Masterson, Wm., Cpl. Co. B.  
 McDonald, Alfred, Cpl. Co. B.  
 Mulvey, Wm., Cpl. Co. B.  
 McDougall, Percy, Wag. Co. B.  
 McGinnis, Valentine, Wag. Co. B.  
 McKenzie, James A., Pvt. 1 cl. Co. B.  
 McKinney, Parker G., Pvt. 1 cl. Co. B.  
 Medley, Chas., Pvt. 1 cl. Co. B.  
 Moberg, Carl A., Pvt. 1 cl. Co. B.  
 Mossor, Carl E., Pvt. 1 cl. Co. B.  
 Martin, Geo. S., M. E., H. Q. Co.  
 Mottern, Chas., M. E., H. Q. Co.  
 McGilpin, Wm. A., Bat. Sgt. Maj.  
 Major Thomas J., Reg. Sup. Sgt.  
 Monyer, Thomas M., Sgt. H. Q. Co.  
 MacDonald, James B., Cpl. H. Q. Co.  
 Moberg, Carl A., Cpl. H. Q. Co.  
 Manes, Jno., Wag. H. Q. Co.  
 McAllister, Wm. H., Wag. H. Q. Co.  
 Morley, Jno. W., Wag. H. Q. Co.  
 McKee, Howard E., Pvt. 1 cl. H. Q. Co.  
 McInnery, James E., Pvt. 1 cl. H. Q. Co.  
 Martin, Frank C., Pvt. H. Q. Co.  
 Marzullo G., Pvt. H. Q. Co.  
 Musyanski, Peter, Pvt. H. Q. Co.  
 Mcloskey, Jos. P., Pvt. H. Q. Co.  
 McLain, Jos. T., Pvt. H. Q. Co.  
 Moriarity, Morgan, Pvt. H. Q. Co.  
 McSweeney, Jno., Capt. Co. C.  
 McCann, Jno., 1st Lt. Co. C.  
 Moon, Ralph, 2nd Lt. Co. C.  
 Montgomery, Harry, 1st Sgt. Co. C.  
 Marshall, Chas. J., Sgt. 1 cl. Co. C.  
 Manchino, Amri, Sgt. Co. C.  
 McQueer, Bert H., Sgt. Co. C.  
 Mead, Stanley J., Sgt. Co. C.  
 Moore, Earl F., Sgt. Co. C.  
 McMath, Geo. D., Sgt. Co. C.  
 Mahan, Wm. B., Cpl. Co. C.  
 McCliggott, Jno., Cpl. Co. C.  
 McAllister, Everett, Cpl. Co. C.  
 McDonald, Noble, Cpl. Co. C.

## HISTORY OF THE SIXTH U. S. ENGINEERS 293

McElery, Frank J., Cpl. Co. C.  
 McKinnon, Frank L., Cpl. Co. C.  
 McLaughlin, Archie J., Cpl. Co. C.  
 McLean, Geo., Jr., Cpl. Co. C.  
 Miller, Frank J., Cpl. Co. C.  
 Mills, Chester D., Cpl. Co. C.  
 Mulroney, Frank J., Cpl. Co. C.  
 Murray, Wm. A., Cpl. Co. C.  
 McIntyre, Jno., Cook, Co. C.  
 McComb, Wm. S., Wag. Co. C.  
 McKinnon, Alexander, Wag. Co. C.  
 McLean, Andrew P., Wag. Co. C.  
 Miller, Nobl G., Bug. Co. C.  
 Maschino, Philip, Pvt. 1 cl. Co. C.  
 Mayer, Frank, Pvt. 1 cl. Co. C.  
 McCune, Jno., Pvt. 1 cl. Co. C.  
 McCoo, Thomas E., Pvt. 1 cl. Co. C.  
 McGuire, Frank, Pvt. 1 cl. Co. C.  
 McPhillipps, Geo. W., Pvt. 1 cl. Co. C.  
 Mullarky, Franklin, Pvt. 1 cl. Co. C.  
 Milligan, Albert C., Pvt. 1 cl. Co. C.  
 Mizur, Anthony, Pvt 1 cl Co. C.  
 Morgan, Chas. D., Pvt. 1 cl. Co. C.  
 MacIntyre, Chas., Pvt. Co. C.  
 Marnell, Patrick, Pvt. Co. C.  
 Mathis, Sidney, Pvt. Co. C.  
 Marino, Domenico, Pvt. Co. C.  
 Mathews, Albert, Pvt. Co. C.  
 McKenna, Joseph, Pvt. Co. C.  
 McGilpin, William, H. Q. D.  
 McGrann, John, Pvt. Co. C.  
 McFeeiture, Carter, Pvt. Co. C.  
 Martens, Walter R. M., Pvt. Co. C.  
 Metcalf, George G., Pvt. Co. C.  
 Metzinger, Clarence, Pvt. Co. C.  
 Mitchell, Cedric, Pvt. Co. C.  
 Mitchell, Ernest, Pvt. Co. C.  
 Meyer, Carl W., Pvt. Co. C.  
 Miller, Cyrus L., Pvt. Co. C.  
 Moore, Roscoe L., Pvt. Co. C.  
 Moriarity, Morgan, Pvt. Co. C.  
 Mote, Charley, Pvt. Co. C.  
 Moran, Martin T., Pvt. Co. C.  
 Moran, John P., Pvt. Co. C.  
 McCaro, Frederic A., Capt. H. Q.  
 Murphy, James J., Capt. H. Q.  
 Merrill, Paul J., 2nd Lt. Co. E.  
 McCormick, Joseph H., 2nd Lt. Co. E.  
 Merrill, George F., Sup. Sgt. Co. E.  
 Mongeon, Leo, Sgt. Co. E.  
 McGrath, William H., and Lt. Co. A.  
 Murray, Gerald, Sgt. Co. E.  
 Meier, August, Cpl. Co. E.  
 MacFall, Raymond F., Cpl. Co. E.  
 Mullen, James T., Cpl. Co. E.  
 Merrill, Harvey O., Bug. Co. E.  
 MacDonnell, James A., Pvt. 1 cl. Co. E.  
 Mace, Earl F., Pvt. 1 cl. Co. E.  
 Marshall, William M., Pvt. 1 cl. Co. E.  
 Martin, James F., Pvt. 1 cl. Co. E.  
 McGuire, Fred U., Pvt. 1 cl. Co. E.  
 McIntyre, John A., Pvt. 1 cl. Co. E.  
 Melendy, Samuel W., Pvt. 1 cl. Co. E.  
 Mullen, Thomas J., Pvt. 1 cl. Co. E.  
 MacPherson, Ward E., Pvt. Co. E.  
 MacTaggart, Edward D., Pvt. Co. E.  
 Manchester, Fred T., Pvt. Co. E.  
 Markey, William F., Pvt. Co. E.  
 Mars, Clarence W., Pvt. Co. E.  
 Marx, Charles H., Pvt. Co. E.  
 Mazur, Stanley, Pvt. Co. E.  
 McEaddy, James D., Pvt. Co. E.  
 McElroy, Earl L., Pvt. Co. E.  
 McGovern, John F., Pvt. Co. E.  
 McGuire, Donald W., Pvt. Co. E.  
 McKey, Howard E., Pvt. Co. E.  
 McKim, Charles, Pvt. Co. E.  
 McMillan, Roy A., Pvt. Co. E.  
 Miller, Jesse W., Pvt. Co. E.  
 Million, Thurman O., Pvt. Co. E.  
 Monach, Joseph, Pvt. Co. E.  
 Monroe, Theodore, Pvt. Co. E.  
 Moody, Edward, Pvt. Co. E.  
 Morino, Ferdinand, Pvt. Co. E.  
 Morris, Clay E., Pvt. Co. E.  
 Morris, William, Pvt. Co. E.  
 Morrison, Victor K., Pvt. Co. E.  
 Murphy, Patrick A., Pvt. Co. E.  
 Macai, Edward, Pvt. 1 cl. Co. B.  
 McGowen, Edward, Pvt. 1 cl. Co. B.  
 Miess, Oscar W., Pvt. 1 cl. Co. B.  
 Miller, Newton L., Pvt. 1 cl. Co. B.  
 Miller, Uriah, Pvt. 1 cl. Co. B.  
 Minnich, Edw. H., Pvt. 1 cl. Co. B.  
 Mohrey, Jerry E., Pvt. 1 cl. Co. B.  
 Murray, Richard L., Pvt. 1 cl. B. Co.  
 Maloney, Auburn, Pvt. Co. B.  
 Matcik, James B., Pvt. Co. B.  
 Morrison, Chas. F., Pvt. Co. B.  
 Murphy, Timothy T., Pvt. Co. B.  
 Mutchock, James, Pvt. Co. B.  
 Myers, Edgar K., Pvt. Co. B.  
 McHogan, William, Pvt. Co. B.  
 McNeal, Lester, Pvt. Co. B.  
 Martin, Harry C., Pvt. Co. B.  
 McNally, James H., Pvt. Co. B.  
 Morrison, Timothy J., Pvt. Co. B.  
 Magness, Thomas H., Pvt. Co. B.  
 Martin, Jadic H. C. B., Pvt. Co. B.  
 Matthews, Kenneth, Pvt. Co. B.  
 Matheys, Raymond, Pvt. Co. B.  
 McMahon, Jno. P., Pvt. Co. B.  
 McPearson, Roscoe C., Pvt. Co. B.  
 Meehan, Wm., Pvt. Co. B.  
 Merrick, Raymond, Pvt. Co. B.  
 Millon, Stanley, Pvt. Co. B.  
 Mills, Robert G., Pvt. Co. B.  
 Mishoo, Wm. C., Pvt. Co. B.  
 Monyer, Thomas M., Pvt. Co. B.  
 Myrstel, Adolf, Pvt. Co. B.  
 Maine, Nathan A., Pvt. Co. B.  
 Mau, Harry, Pvt. Co. B.  
 Mayberry, Robt. F., Pvt. Co. B.  
 McRary, Hugh C., Pvt. Co. B.  
 McRea, Raymond, Pvt. Co. B.

## 294 HISTORY OF THE SIXTH U. S. ENGINEERS

McDonald, Edward J., Pvt. Co. B.  
 Miller, Jno. A., Pvt. Co. B.  
 Milner, Raymond, Pvt. Co. B.  
 Minor, Lewis F., Pvt. Co. B.  
 Mott, Arthur W., Pvt. Co. B.  
 Muhleman, Sam, Pvt. Co. B.  
 Minner, Wm. K., Cook. Co. A.  
 Murtz, Albert R., Cook. Co. A.  
 Myers, Landis, Cook. Co. A.  
 Miller, Jno. W., Wag. Co. A.  
 Montserrat, James, Pvt. i cl. Co. A.  
 Muller, Herbert A., Pvt. i cl. Co. A.  
 Maloney, Wm. P., Pvt. i cl. Co. A.  
 Murphy, David E., Pvt. i cl. Co. A.  
 Marcus, Abraham B., Pvt. i cl. Co. A.  
 McKenney, Harry H., Pvt. i cl. Co. A.  
 Miller, Earl O., Pvt. i cl. Co. A.  
 Messinger, Ban, Pvt. i cl. Co. A.  
 McCallum, James B., Pvt. i cl. Co. A.  
 Maschal, Alfred, Pvt. Co. A.  
 McKenna, Edward P., Pvt. Co. A.  
 McLellan, William J., Pvt. Co. A.  
 Marsh, Geo. T., Pvt. Co. A.  
 McAllister, James A., Pvt. Co. A.  
 McGann, Geo. R., Pvt. Co. A.  
 Montieth, Wm. A., Pvt. Co. A.  
 Moore, Francis, Pvt. Co. A.  
 Morse, Loyd D., Pvt. Co. A.  
 Mumaugh, Clifford R., Pvt. Co. A.  
 McVeagh, Jos., Pvt. Co. A.  
 Moskowitz, Peter, Pvt. Co. A.  
 McNeer, Walter H., Pvt. Co. A.  
 Moore, Eugene, Pvt. Co. A.  
 Moxley, Chas. E., Pvt. Co. A.  
 Mann, Harold, Pvt. Co. A.  
 Maye, Geo. C., Pvt. Co. A.  
 McCoy, Herb V., Pvt. Co. A.  
 McElroy, Earl L., Pvt. Co. A.  
 Morgan, Albert K., Pvt. Co. A.  
 Moskowitz, Abraham, Pvt. Co. A.  
 Munson, Ford K., Pvt. Co. A.  
 Monger, Ben, Pvt. Co. A.  
 Man, Harry, Pvt. Co. A.  
 McCrary, Hugh C., Pvt. Co. A.  
 Middleton, Disney, Pvt. Co. A.  
 Miller, Willie D., Pvt. Co. A.  
 Moore, Fitzhugh L., Pvt. Co. A.  
 McCormick, James, Pvt. Co. A.  
 McElroy, Francis J., Pvt. Co. A.  
 McIntyre, Wm., Pvt. Co. A.  
 Morris, Walter D., Pvt. Co. A.  
 Muszynsky, Peter, Pvt. Co. A.  
 Maloy, Robt., Pvt. Co. A.  
 Medine, Simon, Capt. Co. A.  
 McGraw, Daniel H., and Lt. Co. A.  
 McGrath, Wm. H., 2nd Lt. Co. A.  
 Martin, Albert, Cpl. Co. A.  
 Matthews, Clarence, Cpl. Co. A.  
 McCrodden, Lincoln, Cpt. Co. A.  
 McDermott, Francis, Cpl. Co. A.  
 McDonald, Howard M., Cpl. Co. A.  
 Miller, Chas. M., Cpl. Co. A.  
 Miller, Ralph T., Cpl. Co. A.  
 Mottern, Chas., Sgt. i c. Co. A.  
 McIntyre, Chas. J., Sgt. i cl. Co. A.  
 Moore, Wm., Mess. Sgt. Co. A.  
 Miller, Chas., Sgt. Co. A.  
 McCague, Edw. J., Capt. Med. Det.  
 Murphy, James J., 2nd Lt. H. Q. Co.  
 Nash, Jno. C., Cpl. Co. B.  
 Nowak, James W., Cpl. Co. B.  
 Nye, Vivian L., Wag. Co. B.  
 Noble, Geo. A., Pvt. i cl. Co. B.  
 Novak, Sam, Pvt. i cl. Co. B.  
 Nowicki, Martin, Pvt. i cl. Co. B.  
 Nestle, Foster, Pvt. Co. B.  
 Nolan, Jno. M., Pvt. Co. B.  
 Nance, Wm. E., Sgt. i cl. Co. D.  
 Niedhart, Albert, Pvt. Co. D.  
 Niedlinger, Roy E., Pvt. Co. D.  
 Nelson, Arthur E., Cpl. Co. D.  
 Nelson, Adolph A., Pvt. Co. D.  
 Nelson, Frank, Pvt. Co. D.  
 Nesius, Arthur J. H., Pvt. Co. D.  
 Nettle, Milton M., Col. Co. D.  
 Newstrom, Arthur J., Pvt. i cl. Co. D.  
 Nolan, Ernest C., Pvt. i cl. Co. D.  
 Norvell, Stevens T., Pvt. Co. D.  
 Nugent, Michael J., Sgt. Co. D.  
 Nunan, Lewis E., Pvt. Co. D.  
 Nusbaum, Elmer R., Pvt. Co. D.  
 Nogara, August J., Sgt. Co. F.  
 Neumark, Frank K., Pvt. i cl. Co. F.  
 Nolan, Richard Z., Pvt. i cl. Co. F.  
 Neushauser, Arthur C., Pvt. Co. F.  
 Nix, Grady, Pvt. Co. F.  
 Novak, Geo., Pvt. Co. F.  
 Noveki, Peter J., Pvt. Co. F.  
 Nowaczewski, Edward, Pvt. Co. F.  
 Neil, Jos. M., Cpl. Co. E.  
 Netter, Englebert, Pvt. Co. E.  
 Nickerson, Bernard M., Pvt. Co. E.  
 Nolan, Cressie H., Pvt. Co. E.  
 Nies, Raphael B., Sgt. Co. C.  
 Nochols, Clifford G., Cpl. Co. C.  
 Noel, Claude L., Cpl. Co. C.  
 Nutt, Frank J., Cpl. Co. C.  
 Nottingham, Clyde, Wag. Co. C.  
 Nash, Fletcher, Pvt. i cl. Co. C.  
 Nelson, Samuel, Pvt. Co. C.  
 Nocodemis, Ovid N., Pvt. i cl. Co. C.  
 Nolan, Gressie, Pvt. Co. C.  
 Newbold, Emery, Cook. H. Q. Co.  
 Newcomb, Bert B., Sgt. Co. A.  
 Nasse, Harold W., Sgt. Co. A.  
 Nelson, Henry, Cpl. Co. A.  
 Nowak, Walter, Cpl. Co. A.  
 Novotney, Jno., Cook. Co. A.  
 Negre, Peter, Wag. Co. A.  
 Nichols, Carl S., Bug. Co. A.  
 Newsome, Gardner, Pvt. i cl. Co. A.  
 Napier, Clifford S., Pvt. i cl. Co. A.  
 Netzer, Wm. F., Pvt. Co. A.  
 Newman, Samuel, Pvt. Co. A.  
 Nearney, Wm. J., Pvt. Co. A.  
 Neal, Brauk, Pvt. Co. A.

## HISTORY OF THE SIXTH U. S. ENGINEERS 295

Northamer, Munroe, Pvt. Co. A.  
 Nies, Raphael, 2nd Lt. Co. F.  
 O'Tremba, Carl A., Reg. Sgt. Maj.  
 Oliver, Arthur G., M. E., H. Q. Co.  
 O'Donnell, Adelbert, Pvt. 1 cl. Co. C.  
 O'Connor, Frank, Pvt. Co. C.  
 O'Kare, Slater V., Pvt. Co. C.  
 O'Keefe, Jno. G., Pvt. Co. C.  
 Osborne, Wilbur E. A., 1st Lt. Co. E.  
 Opiel, Earl E., Sgt. Co. E.  
 Obrien, Philip, Sgt. Co. E.  
 Oakleaf, Irving H., Pvt. 1 cl. Co. E.  
 Oseff, Wm., Pvt. 1 cl. Co. E.  
 Oldham, Harry S., Pvt. Co. E.  
 Olson, Guy A., Pvt. Co. E.  
 Osborne, Harold L., Pvt. Co. E.  
 Owens, Morris, Pvt. 1 cl. Med. Det.  
 Orr, Macniven, Sgt. 1 cl. Co. F.  
 Ostguy, Leodore W., Wag. Co. F.  
 Quellette, Arthur J., Pvt. 1 cl. Co. F.  
 Ogle, Jno. P., Pvt. 1 cl. Co. F.  
 O'Day, Jno. F., Pvt. 1 cl. Co. F.  
 O'Dea, Edward, 1st Sgt. Co. E.  
 O'Donnell, Walter C., Pvt. Co. F.  
 O'Gwin, Eldridge, Pvt. Co. F.  
 Olson, Morris, Pvt. Co. F.  
 O'Connor, Lawrence, Pvt. Co. F.  
 Oliver, Wm. J., Pvt. Co. F.  
 Olson, Guy A., Wag. Field Tr.  
 O'Rourke, Michael, Wag. Field Tr.  
 Otto, Edward M., Cook, Field Tr.  
 Oettle, Chas., Pvt. Co. D.  
 Olander, Edwin, Pvt. Co. D.  
 Olejniczak, Leonard, Pvt. Co. D.  
 Olson, Arthur R., Pvt. Co. D.  
 Owens, Robt. R., 2nd Lt. H. Q. Co.  
 O'Hara, Harry, Cpl. Co. B.  
 Olson, Elof, Wag. Co. B.  
 O'Connel, Thomas J., Pvt. 1 cl. Co. B.  
 Olien, Jno., Pvt. 1 cl. Co. B.  
 O'Neill, Thomas J., Pvt. Co. B.  
 Odell, Frank, Pvt. Co. B.  
 Oaks, Chas. R., Pvt. Co. B.  
 O'Rourke, Michael, Hshsr. Co. A.  
 Ostwald, Otto H., Pvt. Co. B.  
 Olson, Rudolf, Pvt. Co. A.  
 Ossendrink, Fred J., Pvt. Co. A.  
 O'Rourke, Michael, Hshsr. Co. A.  
 Ogle, Harry L., Cpl. Co. A.  
 Ostwalt, James D., 1st Lt. Co. A.  
 Pasour, Wm. O., Sgt. 1 cl. Co. A.  
 Pursey, Carl J., Sgt. Co. A.  
 Phipps, Thomas M., Sgt. Co. A.  
 Paslick, Henry B., Cpl. Co. A.  
 Powell, James M., Cpl. Co. A.  
 Phalon, Jno., Wag. Co. A.  
 Prochaska, Frank, Pvt. 1 cl. Co. A.  
 Powder, Peter F., Pvt. 1 cl. Co. A.  
 Pearson, Alvin, Pvt. 1 cl. Co. A.  
 Provansial, Theodore, Pvt. 1 cl. Co. A.  
 Pyle, Jno. H., Pvt. 1 cl. Co. A.  
 Powell, Clyde R., Pvt. 1 cl. Co. A.  
 Phillips, Lorenzo B., Jr., Pvt. 1 cl. Co. A.  
 Patton, Jos. A., Pvt. Co. A.  
 Price, Tyrus, Pvt. Co. A.  
 Pennington, Jno. A., Pvt. Co. A.  
 Pejka, Jno., Pvt. Co. A.  
 Pulley, Walter H., Pvt. Co. A.  
 Pattison, Robert J., Pvt. Co. A.  
 Parisi, Umberts, Pvt. Co. A.  
 Pappathanos, Peter, Sgt. Co. B.  
 Porter, Wm. H., Sgt. Co. B.  
 Perry, Geo. F., Cpl. Co. B.  
 Peet, Barrett, Cpl. Co. B.  
 Peterson, Folke, Cook, Co. B.  
 Pivovaroff, Jno., Cook, Co. B.  
 Pazdolt, Lewis E., Pvt. 1 cl. Co. B.  
 Perrotti, Antony L., Pvt. 1 cl. Co. B.  
 Passwater, Bert, Pvt. 1 cl. Co. B.  
 Patton, Joss I., Pvt. 1 cl. Co. B.  
 Percy, James M., Pvt. 1 cl. Co. B.  
 Phifer, Wm., Pvt. 1 cl. Co. B.  
 Purkiser, Edgar A., Pvt. 1 cl. Co. B.  
 Parker, Albert E., Pvt. Co. B.  
 Prejean, Claude E., Pvt. Co. B.  
 Prather, James L., Pvt. Co. B.  
 Plummer, Ernest A., Pvt. Co. B.  
 Paquin, Rauold, Pvt. Co. B.  
 Petre, Jo F., Pvt. Co. B.  
 Payne, Wm. R., Pvt. Co. B.  
 Piatt, Stewart W., Pvt. Co. B.  
 Poole, Raymond, Pvt. Co. B.  
 Perry, Ephriam Lee, Pvt. Co. B.  
 Permersdorfer Ray, Pvt. Co. B.  
 Price, Roy C., Pvt. Co. B.  
 Purvis, Edwin, Pvt. Co. B.  
 Pohl, Herman H., Capt. H. Q. Co. Co.  
 Paquette, Alfred O., Pvt. Field Tr.  
 Paul, Wilfred, Wag. Field Tr.  
 Perry, Frank R., Pvt. Field Tr.  
 Pursel, Hugh, Wag. Field Tr.  
 Porter, Oliver F., Capt. H. Q. Co. F.  
 Peterson, Jno. P., 1st Lt. Co. F.  
 Pike, Chas. L., Sgt. Co. F.  
 Priace, Walter E., Sgt. Co. F.  
 Petrey, Lawrence, Cpl. Co. F.  
 Pancera, Geo. D., Cpl. Co. F.  
 Peterson, Earl C., Cpl. Co. F.  
 Parker, Stafford H., Cpl. Co. F.  
 Pollock, Ward, Pvt. 1 cl. Co. F.  
 Price, Isaac M., Pvt. 1 cl. Co. F.  
 Powell, Irving C., Pvt. Co. F.  
 Phillips, Jno. J., Pvt. 1 cl. Co. F.  
 Paoli, Anthony, Pvt. 1 cl. Co. F.  
 Petrini, Angelo, Pvt. 1 cl. Co. F.  
 Pitaryok, Steven, Pvt. Co. F.  
 Perkins, Wm. B., Pvt. Co. F.  
 Pattison, Robt. J., Pvt. Co. F.  
 Pearson, Harry L., Pvt. Co. F.  
 Paschall, Henry S., Pvt. Co. F.  
 Papillion, Arthur, Pvt. Co. F.  
 Powell, Irving C., Pvt. Co. F.  
 Parish, Russel B., Pvt. Co. F.  
 Piehl, Fred B., Pvt. Co. F.  
 Paris, Ward D., Pvt. Co. F.

## 296 HISTORY OF THE SIXTH U. S. ENGINEERS

Pancoast, Albert B., 1st Lt. Med. Det.  
 Parker, Samuel R., 1st Sgt. Med. Det.  
 Pryor, Geo. C., Sgt. Med. Det.  
 Palatiancs, Nic E., Cpl. Co. E.  
 Payne, Norman A., Cpl. Co. C.  
 Plais, Louis E., Cpl. Co. C.  
 Petroci, Jos., Cpl. Co. E.  
 Pearson, Jno. H., Pvt. 1 cl. Co. E.  
 Peters, Earl, Pvt. 1 cl. Co. E.  
 Popwell, Jno. G., Pvt. 1 cl. Co. E.  
 Porter, Geo. I., Pvt. 1 cl. Co. E.  
 Preston, Harold E., Pvt. 1 cl. Co. E.  
 Prevor, Harry, Pvt. 1 cl. Co. E.  
 Parsons, Walter T., Pvt. Co. E.  
 Paul, Wilfred, Pvt. Co. E.  
 Perry, Burton E., Pvt. Co. E.  
 Pinsky, Jacob, Pvt. Co. E.  
 Pittson, Albert, Pvt. Co. E.  
 Pollack, Wm. P., Pvt. Co. E.  
 Preston, Walter R., Pvt. Co. E.  
 Price, Sheldon E., Pvt. Co. E.  
 Prince, Melville, Pvt. Co. E.  
 Puccetti, Pino, Pvt. Co. E.  
 Pursell, Hugh, Pvt. Co. E.  
 Pennington, Carl E., 1st Sgt. H. Q. Co.  
 Prather, James L., Sgt. H. Q. Co.  
 Payne, Norman A., Cpl. H. Q. Co.  
 Pipes, Robt., Cpl. H. Q. Co.  
 Priskorn, Jno. J., Cook, H. Q. Co.  
 Prejean, Claude E., Pvt. 1 cl. H. Q. Co.  
 Pagels, Archie C., Cook, Co. D.  
 Papendick, Richard K., Pvt. Co. D.  
 Pariso, Wm. E., Pvt. Co. D.  
 Patrick, James C., 1st Sgt. Co. D.  
 Patterson, Peyer W., Sgt. Co. D.  
 Parker, Claude, Pvt. Co. D.  
 Parkins, Elmo W., Pvt. Co. D.  
 Powelski, Jos. J., Pvt. 1 cl. Co. D.  
 Parrish, Jos. F., Pvt. Co. D.  
 Pengilly, Wm. J., Pvt. Co. D.  
 Peterson, Harry L., Wag. Co. D.  
 Perry, Alfred K., Pvt. Co. D.  
 Perry, E. H., 1st Lt. Co. D.  
 Peterson, Oscar C., Pvt. Co. D.  
 Peters, David W., Pvt. Co. D.  
 Phillips, Stanley G., Cpl. Co. D.  
 Pickens, Truman W., Pvt. Co. D.  
 Phillips, Alexander, Pvt. Co. D.  
 Pimpner, Jno. A., Pvt. Co. D.  
 Plantenberg, Bernard W., Pvt. Co. D.  
 Plotkin, Geo., Pvt. Co. D.  
 Pliszka, Frank, Pvt. Co. D.  
 Poole, Geo. H., Cpl. Co. D.  
 Portman, David, Cpl. Co. D.  
 Powelson, Roy E., Pvt. Co. D.  
 Powers, Chas. W., Pvt. Co. D.  
 Powers, Ward S., Cpl. Co. D.  
 Porter, Elmer L., Pvt. 1 cl. Co. D.  
 Prevatt, Jos. C., Pvt. Co. D.  
 Price, Everett M., Pvt. Co. D.  
 Purvis, Ernest G., Pvt. Co. D.  
 Purvis, Robt. S., Sgt. Co. D.  
 Puzar, Julius, Cpl. Co. D.  
 Pyrah, Clarence F., Pvt. Co. D.  
 Patterson, Harry L., Sgt. 1 cl. Co. C.  
 Palmquist, Francis O., Pvt. 1 cl. Co. C.  
 Parenty, Alfred, Pvt. 1 cl. Co. C.  
 Peterson, Frederick, Pvt. 1 cl. Co. C.  
 Phillips, James W., Pvt. 1 cl. Co. C.  
 Patin, Jos., Pvt. Co. C.  
 Pecyna, Jos., Pvt. Co. C.  
 Parker, Ralph B., Pvt. Co. C.  
 Puccetti, Pino, Pvt. Co. C.  
 Pennington, Carl E., Sgt. Co. F.  
 Packer, Lawrence E., Cook, Co. F.  
 Quinn, August F., Pvt. Co. C.  
 Quinn, Jno. J., Pvt. Co. F.  
 Quinn, Geo. A., Wag. H. Q. Co.  
 Quinlin, Calvin J., Pvt. Co. B.  
 Roberts, Hugh, Sgt. Co. A.  
 Rourke, Geo. C., Sgt. Co. A.  
 Rix, Jno. T., Sgt. Co. A.  
 Ruddy, Walter, Cpl. Co. A.  
 Richards, Albert, Wag. Co. A.  
 Randell, Wm. J., Pvt. 1 cl. Co. A.  
 Rappaport, Max, Pvt. 1 cl. Co. A.  
 Ruths, Dan R., Pvt. 1 cl. Co. A.  
 Rich, Henry R., Pvt. 1 cl. Co. A.  
 Roscheck, Paul E., Pvt. 1 cl. Co. A.  
 Roloson, Jacob, Pvt. Co. A.  
 Romer, Adam, Pvt. Co. A.  
 Rosenblatt, Jack, Pvt. Co. A.  
 Richard, Albert J., Pvt. Co. A.  
 Roff, Elige, Pvt. Co. A.  
 Rogan, Geo. Pvt. Co. A.  
 Rosell, Ernest R., Pvt. Co. A.  
 Rice, Robert J., Pvt. Co. A.  
 Razmislawski, Andri, Pvt. Co. A.  
 Richardson, Hugh G., Pvt. Co. A.  
 Rubin, Abraham, Pvt. Co. A.  
 Rossell, Paul F., 1st Lt. Co. B.  
 Ragland, Herbert S., 1st Lt. Co. B.  
 Reading, Pearson, Stab. Sgt. Co. B.  
 Ryan, Jos., Sgt. Co. B.  
 Rogers, Siena, Cpl. Co. B.  
 Ratcliff, Chas. W., Cpl. Co. B.  
 Rhodes, Paul, Pvt. 1 cl. Co. B.  
 Randell, Eric G., Pvt. 1 cl. Co. B.  
 Rexford, James A., Pvt. 1 cl. Co. B.  
 Rihs, Jno., Pvt. 1 cl. Co. B.  
 Robberstad, Nils, Pvt. 1 cl. Co. B.  
 Roff, Elige, Pvt. 1 cl. Co. B.  
 Richards, Wm. A., Pvt. Co. B.  
 Richter, Jno. H., Pvt. Co. B.  
 Rogers, Robt. M., Pvt. Co. B.  
 Reynard, Luke, Pvt. Co. B.  
 Ripley, Melbry, Pvt. Co. B.  
 Robinson, Herbert O., Pvt. Co. B.  
 Rose, Raymond F., Pvt. Co. B.  
 Rogers, Selma, Pvt. Co. B.  
 Reed, Jno., Pvt. Co. B.  
 Reynolds, Carl N., Pvt. Co. B.

## HISTORY OF THE SIXTH U. S. ENGINEERS 297

Rhinehart, Barton A., Pvt. Co. B.  
 Robinson, Herbert C., Pvt. Co. B.  
 Robinson, Orlando T., Pvt. Co. B.  
 Russell, Wm. H., Pvt. Co. B.  
 Rasmussen, Robert, Pvt. Co. B.  
 Riley, Melvin, Pvt. Co. B.  
 Rojas, Emile, Pvt. Co. B.  
 Ross, Lewis M., Pvt. Co. B.  
 Rudberg, David, Pvt. Co. B.  
 Robb, Holland L., Maj. H. Q. Co.  
 Rivage, Jos. J., Sgt. Co. E.  
 Rogers, Jos., Sgt. Co. E.  
 Rogers, James O., Cpl. Co. E.  
 Reinmiller, Conrad M., Cpl. Co. E.  
 Riggle, Glasgow, Cook. Co. E.  
 Randgaard, Melvin, Bug. Co. E.  
 Reddick, Thomas J., Pvt. 1 cl. Co. E.  
 Reese, Stanley G., Pvt. 1 cl. Co. E.  
 Reid, David H., Pvt. 1 cl. Co. E.  
 Robitaille, Fortuna E., Pvt. 1 cl. Co. E.  
 Rosenberry, Alonzo J., Pvt. 1 cl. Co. E.  
 Ramsay, David V., Pvt. Co. E.  
 Rando, Bartole, Pvt. Co. E.  
 Reich, Christian C., Pvt. Co. E.  
 Reynolds, Peter J., Pvt. Co. E.  
 Rhoades, Elmer T. B., Pvt. Co. E.  
 Rhoden, Chas. M., Pvt. Co. E.  
 Richards, Harsen L., Pvt. Co. E.  
 Richter, Jno. B., Pvt. Co. E.  
 Ricker, Albert E., Pvt. Co. E.  
 Risenbeck, Edward H., Pvt. Co. E.  
 Roche, Michael A., Pvt. Co. E.  
 Rohrer, Chas. W., Pvt. Co. E.  
 Rouse, Wm. B., Pvt. Co. E.  
 Rundahl, Frank, Pvt. Co. E.  
 Russell, Jesse B., Pvt. Co. E.  
 Russel, Jno. W., Pvt. Co. E.  
 Reichart, Carl F., Pvt. 1 cl. Med. Det.  
 Rushing, Sherman L., Pvt. Med. Det.  
 Roach, Samuel, Pvt. Co. D.  
 Raley, Floyd D., Pvt. Co. D.  
 Reffett, James O., Pvt. Co. D.  
 Reisenweber, Fred E., Pvt. Co. D.  
 Reber, Carroll J., Pvt. Co. D.  
 Reid, Geo. E., Pvt. 1 cl. Co. D.  
 Renning, Allen A., Pvt. Co. D.  
 Reisman, Samuel, Pvt. Co. D.  
 Rice, Herbert, Pvt. Co. D.  
 Richardson, David, Cpl. Co. D.  
 Rivard, Rudolph H., Pvt. Co. D.  
 Rickerts, Samuel, Pvt. Co. D.  
 Ridder, Edwin, Pvt. 1 cl. Co. D.  
 Ridgill, Rufus W., Cpl. Co. D.  
 Rockmill, Martin M., Cpl. Co. D.  
 Rod, Anfin, Pvt. Co. D.  
 Robertson, Robt. J., Pvt. 1 cl. Co. D.  
 Robertson, Henry W., Pvt. 1 cl. Co. D.  
 Rodgers, Willie L., Pvt. Co. D.  
 Rosso, Thomas W., Pvt. Co. D.  
 Roderick, Vernon W., Sgt. Co. D.  
 Rumberger, Ross E., Pvt. Co. D.  
 Ryan, Jno. H., Pvt. Co. D.  
 Raynsford, Robt. P., 1st Lt. Co. A.  
 Rivage, Jos. J., Bat. Sgt. Maj.  
 Roberts, Hugh C., Bat. Sgt. Maj.  
 Robitaille, Fortuna J., Cpl. H. Q. Co.  
 Roloson, Jacob H., Hsh. H. Q. Co.  
 Raynold, Luke, Wag. H. Q. Co.  
 Rathbun, Albert F., Pvt. 1 cl. H. Q. Co.  
 Rohrer, Chas. W., Pvt. 1 cl. H. Q. Co.  
 Rayborn, Geo. E., Hsh. Field Tr.  
 Ridenour, Arthur E., Wag. Field Tr.  
 Ripley, Melvyn W., Wag. Field Tr.  
 Robison, Geo., Pvt. 1 cl. Field Tr.  
 Romanow, Vladimir, Cook. Field Tr.  
 Rock, Julius, Pvt. Field Tr.  
 Rose, Raymond F., Cpl. Field Tr.  
 Reiley, Jno. B., Sgt. 1 cl. Co. F.  
 Robinson, Roy S., Sgt. Co. F.  
 Richmond, James O., Cpl. Co. F.  
 Reisenbeck, Edw. H., Wag. Co. F.  
 Rediger, Wallace O., Pvt. Co. F.  
 Rose, Harlan G., Pvt. 1 cl. Co. F.  
 Roof, Frank B., Pvt. 1 cl. Co. F.  
 Riffle, Jno. H., Pvt. 1 cl. Co. F.  
 Russo, Lewis, Pvt. 1 cl. Co. F.  
 Rzymek, Jno., Pvt. 1 cl. Co. F.  
 Redlin, Arthur, Pvt. 1 cl. Co. F.  
 Ridenour, Arthur E., Pvt. Co. F.  
 Reed, Ira L., Pvt. Co. F.  
 Reed, Wm. T., Pvt. Co. F.  
 Roethlisberger, Chas., Pvt. Co. F.  
 Rauch, Geo. C., Sgt. Co. C.  
 Ringwall, Edw. D., Cpl. Co. C.  
 Rollins, Hoddie L., Cpl. Co. C.  
 Ramsey, Herbert L., Pvt. 1 cl. Co. C.  
 Ray, Albert T., Pvt. 1 cl. Co. C.  
 Robert, Aneede E., Pvt. 1 cl. Co. C.  
 Rossdeutcher, Frank, Pvt. 1 cl. Co. C.  
 Raczynski, Adam, Pvt. Co. C.  
 Ready, Harry I., Pvt. Co. C.  
 Rettig, Chas. W., Pvt. Co. C.  
 Raulerson, Esra P., Pvt. Co. C.  
 Reinsel, Jno. P., Pvt. Co. C.  
 Riley, Lawrence L., Pvt. Co. C.  
 Riley, Russel, Pvt. Co. C.  
 Roths, Robert A., Pvt. Co. C.  
 Roth, Jos., Pvt. Co. C.  
 Rowland, Thomas, Pvt. Co. C.  
 Russell, Winfred, Pvt. Co. C.  
 Russell, Jesse, Pvt. Co. C.  
 Russell, Clarence, Pvt. Co. C.  
 Rossenblatt, Jack, Pvt. Co. C.  
 Ruman, Jno., Cpl. Co. F.  
 Ray, Virgil, Pvt. H. Q. Co.  
 Ralph, Kendrick J., 2nd Lt. Co. A.  
 Rosenhauer, Robt., Col. Co. F.  
 Steeg, Raymond L., Cpl. Co. D.  
 Straeck, Wm. H., Sgt. 1 cl. Co. D.  
 Stauffer, Leroy E., Pvt. 1 cl. Co. D.

## 298 HISTORY OF THE SIXTH U. S. ENGINEERS

Steers, Ben F., Pvt. 1 cl. Co. D.  
 Steele, Benj. D., Pvt. Co. D.  
 Stump, Luther G., Pvt. Co. D.  
 Stevens, Edward H., Pvt. Co. D.  
 Stiniano, James, Pvt. Co. D.  
 Stormont, Lowell J., Pvt. Co. D.  
 Strawnsider, Harvey E., Pvt. Co. D.  
 Sullivan, Lawrence, Pvt. Co. D.  
 Sundquist, Carl, Sgt. Co. D.  
 Sutton, Edward L., Wag. Co. D.  
 Sykes, Ernest P., Pvt. Co. D.  
 Sacco, Anthony G., Capt. Med. Det.  
 Stong, Jesse F., 1st Lt. Med. Det.  
 Simmons, Maynard, Capt. Med. Det.  
 Smith, Jos. F., Sgt. Med. Det.  
 Smith, Jesse B., Pvt. 1 cl. Med. Det.  
 Sautter, Elmer B., Pvt. Med. Det.  
 Serviss, Wm. G., Pvt. Med. Det.  
 Shaw, Kingsley A., Pvt. Med. Det.  
 Simpson, Reuben L., Pvt. Med. Det.  
 Smith, Thomas S., Pvt. Med. Det.  
 Smith, Wm. S., Pvt. Med. Det.  
 Sorel, Arthur C., Pvt. Med. Det.  
 Sorini, Celestino, Pvt. Med. Det.  
 Spaulding, Jno., Pvt. Med. Det.  
 Stacy, Logan P., Pvt. Med. Det.  
 Stefanik, Andrew, Pvt. Med. Det.  
 Stewart, Gene V., Pvt. Med. Det.  
 Schoenthaler, Chas., Sgt. 1 cl. Co. E.  
 Sullivan, El., Sgt. 1 cl. Co. E.  
 Smith, Wm. H., Sgt. 1 cl. Co. E.  
 Seanor, Jno. G., Sgt. Co. E.  
 Schuman, Ernest, Sgt. Co. E.  
 Sidwell, Joe H., Cpl. Co. E.  
 Sutton, Jno. J., Cpl. Co. E.  
 Snyder, Howard U., Cpl. Co. E.  
 Shepard, Clinton F., Cpl. Co. E.  
 Savard, Lester R., Cpl. Co. E.  
 Shepard, Harlow A., Cpl. Co. E.  
 Sechrist, Keith K., Cpl. Co. E.  
 Salesky, Geo. E., Cpl. Co. E.  
 Smith, Chas. E., Cpl. Co. E.  
 Smith, Robt. T., Cpl. Co. E.  
 Smith, Elmer, Cpl. Co. E.  
 Sabine, Walter, Hshsr. Co. E.  
 Sampson, Frank L., Wag. Co. E.  
 Santa, Jno., Pvt. 1 cl. Co. E.  
 Sapanara, Vincent, Pvt. 1 cl. Co. E.  
 Schleusner, Rudolph H., Pvt. 1 cl. Co. E.  
 Schrayshun, Jacob C., Pvt. 1 cl. Co. E.  
 Scott, Eric A., Pvt. 1 cl. Co. E.  
 Simmons, Lloyd V., Pvt. 1 cl. Co. E.  
 Smoyer, Paul E., Pvt. 1 cl. Co. E.  
 Stafford, Lewis I., Pvt. 1 cl. Co. E.  
 Stokes, Jno. J., Pvt. 1 cl. Co. E.  
 Strzalka, Jno. L., Pvt. 1 cl. Co. E.  
 Saloff, Lester C., Pvt. Co. E.  
 Schilling, Maurice P., Pvt. Co. E.  
 Schlottman, Robt. W., Pvt. Co. E.  
 Schmanecky, Phillip, Pvt. Co. E.  
 Schudt, Harry, Pvt. Co. E.  
 Sellers, Albert C., Pvt. Co. E.  
 Sheehan, Wm. N., Pvt. Co. E.  
 Shulskya, Barni, Pvt. Co. E.  
 Simmons, Chas. M., Pvt. Co. E.  
 Smallwood, Samuel M., Pvt. Co. E.  
 Smith, Albert J., Pvt. Co. E.  
 Smith, Archie L., Pvt. Co. E.  
 Smith, Dixie T., Pvt. Co. E.  
 Smith, Frederick G., Pvt. Co. E.  
 Smith, Harry F., Pvt. Co. E.  
 Smith, Wm., Jr., Pvt. Co. E.  
 Sobles, Wm. B., Pvt. Co. E.  
 Solemeno, Daniel S., Pvt. Co. E.  
 Sommers, Wm. F., Pvt. Co. E.  
 Southard, William E., Pvt. Co. E.  
 Sponaler, Jerome W., Pvt. Co. E.  
 Stephens, James D., Pvt. Co. E.  
 Stickley, Clair J., Pvt. Co. E.  
 Stiles, Lealie, Pvt. Co. E.  
 Stone, Stephen, Pvt. Co. E.  
 Subrick, Dominick, Pvt. Co. E.  
 Stewart, Jno. W., Lt. Col., H. Q. Co.  
 Sherman, Wm. P., Chaplain, H. Q. Co.  
 Selbie, Chas. C., 1st Lt. Co. B.  
 Sharp, Samuel P., 1st Sgt. Co. B.  
 Sarris, Jno., Sgt. 1 cl. Co. B.  
 Shaw, Milliard, Sgt. 1 cl. Co. B.  
 Stevenson, Walter, Sgt. 1 cl. Co. B.  
 Suavile, Wm., Mess Sgt. Co. B.  
 Schoenkoppff, Edward, Sgt. Co. B.  
 Swingle, Grey, Sgt. Co. B.  
 Seeley, Earl W., Sgt. Co. B.  
 Small, Harry L., Cpl. Co. B.  
 Shival, Peter, Cpl. Co. B.  
 Schlig, Geo. L., Cpl. Co. B.  
 Sharp, Dewey M., Cpl. Co. B.  
 Smith, Herbert F. M., Cpl. Co. B.  
 Spillane, Jno., Cpl. Co. B.  
 Stedman, Edward, Cpl. Co. B.  
 Sweebe, Frank, Cpl. Co. B.  
 Sepera, James, Cook, Co. B.  
 Shontz, Chester R., Wag. Co. B.  
 Schmitt, Jno. E., Pvt. 1 cl. Co. B.  
 Spevens, Benj. C., Pvt. 1 cl. Co. B.  
 Savage, Rufus, Pvt. 1 cl. Co. B.  
 Schreck, Harold T., Pvt. 1 cl. Co. B.  
 Scott, Foster E., Pvt. 1 cl. Co. B.  
 Smith, Patsy, Pvt. 1 cl. Co. B.  
 Steck, Frank B., Pvt. 1 cl. Co. B.  
 Sullivan, Michael P., Pvt. 1 cl. Co. B.  
 Symoniak, Mike F., Pvt. 1 cl. Co. B.  
 Simonelli, Salvatore R., Pvt. Co. B.  
 Supel, Jno. J., Pvt. Co. B.  
 Shackleck, Jos. D., Pvt. Co. B.  
 Scott, Guy D., Pvt. Co. B.  
 Shotliff, Edward P., Pvt. Co. B.  
 Stone, Harry L., Pvt. Co. B.  
 Smith, Rubert D., Pvt. Co. B.  
 Shields, James, Pvt. Co. B.  
 Smith, Albert L., Pvt. Co. B.  
 Study, Adolphus L., Pvt. Co. B.  
 Santa Marie, Victor, Pvt. Co. B.  
 Sheehan, Thomas, Pvt. Co. B.  
 Sill, Walter G., Pvt. Co. B.  
 Sills, Wilbur F., Pvt. Co. B.

## HISTORY OF THE SIXTH U. S. ENGINEERS 299

Slansky, Jerry, Pvt. Co. B.  
 Styles, Lloyd A., Pvt. Co. B.  
 Stimpson, Clarence A., Pvt. Co. B.  
 Schonnfeld, Peter J., Pvt. Co. B.  
 Seigler, Edgar R., Pvt. Co. B.  
 Selotti, Jos., Pvt. Co. B.  
 Seniff, Floyd, Pvt. Co. B.  
 Shortell, Frank, Pvt. Co. B.  
 Sittler, Frank J., Pvt. Co. B.  
 Soderholm, Halfdan, Pvt. Co. B.  
 Sopher, Lee, Pvt. Co. B.  
 Stone, Golden, Pvt. Co. B.  
 Shankland, 1st Lt. Co. C.  
 Selbie, C. C., 1st Lt. Co. C.  
 Smith, DeWitt T., Sgt. 1 cl. Co. C.  
 Scott, Judson H., Sup. Sgt. Co. C.  
 Sullivan, Stephen C., Sgt. Co. C.  
 Sandel, Paul A., Cpl. Co. C.  
 Siesel, Jos., Cpl. Co. C.  
 Schuman, Harry J., Cpl. Co. C.  
 Striner, Geo. D., Cpl. Co. C.  
 Starr, Jasper W., Cpl. Co. C.  
 Stewart, Q. T., Cpl. Co. C.  
 Shafer, Melvin, Wag. Co. C.  
 Simpson, Harry E., Wag. Co. C.  
 Stout, Willis W., Wag. Co. C.  
 Smith, James H., Bug. Co. C.  
 Shea, Edward J., Pvt. 1 cl. Co. C.  
 Scott, Eugene F., Pvt. 1 cl. Co. C.  
 Slinger, Frank, Pvt. 1 cl. Co. C.  
 Smith, William F., Pvt. 1 cl. Co. C.  
 Sparks, Albert, Pvt. 1 cl. Co. C.  
 Spratt, Stanley W., Pvt. 1 cl. Co. C.  
 Storck, Frank F., Pvt. 1 cl. Co. C.  
 Strusholm, Augustine, Pvt. 1 cl. Co. C.  
 Sultzbaugh, Horace S., Pvt. 1 cl. Co. C.  
 Saulsberry, Alfred, Pvt. Co. C.  
 Samara, Robert, Pvt. Co. C.  
 Scala, Vincent, Pvt. Co. C.  
 Shklowsky, Morris, Pvt. Co. C.  
 Siver, David C., Pvt. Co. C.  
 Sherman, Irwin, Pvt. Co. C.  
 Smith, Olaf M., Pvt. Co. C.  
 Stavely, Frederick, Pvt. Co. C.  
 Snider, Hobert, Pvt. Co. C.  
 Staton, Jesse B., Pvt. Co. C.  
 Speigel, Waldemar, Pvt. Co. C.  
 Stansbury, Chas., Pvt. Co. C.  
 Steele, Thomas, Pvt. Co. C.  
 Sterlacci, Nick, Pvt. Co. C.  
 Seiger, Chas. M., 2nd Lt. Co. F.  
 Spratt, Stanley W., 2nd Lt. Co. F.  
 Stanton, Vincent A., 2nd Lt. Co. F.  
 Stevenson, Walter S., Pvt. Co. F.  
 Spreng, Harry R., Sgt. 1 cl. Co. F.  
 Smith, Arthur C., Mess Sgt. Co. F.  
 Sweeney, Geo. M., Sgt. Co. F.  
 Schmitz, Wm. J., Cpl. Co. F.  
 Sloane, Geo. B., Cpl. Co. F.  
 Shileman, Roy, Cpl. Co. F.  
 Stuckey, Oscar W., Cpl. Co. F.  
 Swartz, Fred C., Cpl. Co. F.  
 Sikes, James F., Cpl. Co. F.  
 Seifert, Jerry C., Cpl. Co. F.

Sellers, Henry B., Cpl. Co. F.  
 Stephens, James, Wag. Co. F.  
 Severin, Wm., Pvt. 1 cl. Co. F.  
 Solomon, Chas. D., Pvt. 1 cl. Co. F.  
 Svandrik, Anthony, Pvt. 1 cl. Co. F.  
 Shoemaker, Lee R., Pvt. 1 cl. Co. F.  
 Sutton, Ernest, Pvt. 1 cl. Co. F.  
 Scogin, Roy, Pvt. 1 cl. Co. F.  
 Slaughter, Chas. D., Pvt. 1 cl. Co. F.  
 Sowell, Walter, Pvt. 1 cl. Co. F.  
 Stomire, Earl, Pvt. 1 cl. Co. F.  
 St. John, Milton A., Pvt. 1 cl. Co. F.  
 Sanders, Louis, Pvt. Co. F.  
 Smith, Fred L., Pvt. Co. F.  
 Stage, Virgil, Pvt. Co. F.  
 Stoltz, Ersil R., Pvt. Co. F.  
 Sherry, Bruno S., Pvt. Co. F.  
 Spangler, Howard N., Pvt. Co. F.  
 Scoma, Jos., Pvt. Co. F.  
 Sperling, Rudolph, Pvt. Co. F.  
 Sagarra, Nicola, Pvt. Co. F.  
 Sibley, Harold, Pvt. Co. F.  
 Schindel, Henry, Pvt. Co. F.  
 Somoneaux, Sabin, Pvt. Co. F.  
 Sweetland, Archie C., Pvt. Co. F.  
 Simpson, Earl D., Pvt. Co. F.  
 Snider, Andrew, Pvt. Co. F.  
 Stogsdill, Ernest G., Pvt. Co. F.  
 Sieger, Chas. M., and Lt. Field Tr.  
 Sommons, Harry M., 2nd Lt. Field Tr.  
 Sande, Emil O., Wag. Field Tr.  
 Sanders, Lewis, Wag. Field Tr.  
 Savage, Daniel D., Wag. Field Tr.  
 Schachtschneider, Otto J. H., Jr., Wag. Field Tr.  
 Scaife, Charner G., Pvt. Field Tr.  
 Schoenbrodt, Fred, Hahr. Field Tr.  
 Schoenthaler, Chas., Sgt. Field Tr.  
 Scott, Guy D., Wag. Field Tr.  
 Shea, James D., Wag. Field Tr.  
 Shea, Jno. J., Wag. Field Tr.  
 Shotliff, Edward P., Sgt. Field Tr.  
 Skelton, Maurice, Pvt. 1 cl. Field Tr.  
 Slater, Meyers E., Sgt. Field Tr.  
 Smith, Wm. F., Pvt. Field Tr.  
 Smith, Earl A., Wag. Field Tr.  
 Staff, Jno. P., Wag. Field Tr.  
 Stoltz, Ersil R., Pvt. Field Tr.  
 Stover, Burt A., Pvt. 1 cl. Field Tr.  
 Sullivan, Jos. F., Pvt. Field Tr.  
 Stratton, Wm., M. E. H. Q. Co.  
 Schmitz, Wm. J., 1st Sgt. H. Q. Co.  
 Sisemore, Russel, Color Sgt. H. Q. Co.  
 Sheehan, Thomas, Color Sgt. H. Q. Co.  
 Saleski, Geo. E., Cpl. H. Q. Co.  
 Smallwood, Samuel H., Sad. H. Q. Co.  
 Stone, Harry L., Sad. H. Q. Co.

## 300 HISTORY OF THE SIXTH U. S. ENGINEERS

Schilling, Wm. H., Cook, H. Q.  
 Co.  
 Stagnitto, Vincent, Bug. H. Q. Co.  
 Sams, Lesley W., Pvt. H. Q. Co.  
 Simpson, Samuel W., Pvt. H. Q. Co.  
 Smolsky, Martin, Pvt. H. Q. Co.  
 Sheffer, C. M., Pvt. H. Q. Co.  
 Schull, Chas. L., Pvt. H. Q. Co.  
 Sampson, Jos. H., Pvt. 1 cl. Co. D.  
 Sanders, Lovell D., Cpl. Co. D.  
 Story, Hardee J., 1st Sgt. Co. D.  
 Sanger, Calvin G., Cpl. Co. D.  
 Schuld, Harry, Pvt. Co. D.  
 Schultz, Ernest W., Pvt. Co. D.  
 Seals, Elbert, Pvt. 1 cl. Co. D.  
 Sedeno, Rosendo, Pvt. Co. D.  
 Setran, Peter J., Wag. Co. D.  
 Schillemore, Edw. H., Bug. Co. D.  
 Shilling, Harry, Pvt. 1 cl. Co. D.  
 Shoemaker, Russell, Pvt. 1 cl. Co. D.  
 Shaw, Frank W., Pvt. 1 cl. Co. D.  
 Short, Will C., Pvt. 1 cl. Co. D.  
 Skelley, Geo. N., Pvt. 1 cl. Co. D.  
 Siebentritt, Carl, Cpl. Co. D.  
 Shepherd, Jno. N., Pvt. Co. D.  
 Skocy, Anton, Pvt. 1 cl. Co. D.  
 Slater, Wm., Pvt. Co. D.  
 Smith, Alexander, Pvt. Co. D.  
 Smith, Jos., Pvt. Co. D.  
 Smith, Jno. F., Sgt. Co. D.  
 Smith, Hubert D., Pvt. 1 cl. Co. D.  
 Smith, Dixie T., Pvt. Co. D.  
 Sollish, Herman, Sgt. Co. D.  
 Sotile, Frank, Pvt. 1 cl. Co. D.  
 Speak, Ernest E., Pvt. Co. D.  
 Snyder, Lynn M., Pvt. 1 cl. Co. D.  
 Spina, Frank, Pvt. Co. D.  
 Sperry, Louis N., 1st Lt. Co. D.  
 Strandberg, Martin M., Pvt. Co. B.  
 Streinski, Walter, Pvt. Co. B.  
 Swanson, Anton, Pvt. Co. B.  
 Swanson, Frank, Pvt. Co. B.  
 Swygnarshi, Wm. Pvt. Co. B.  
 Sharp, Fred L., Pvt. Co. A.  
 Sayles, Bernard W., Pvt. Co. A.  
 Smith, Earl A., Pvt. Co. A.  
 Snyder, James W., Pvt. Co. A.  
 Shirk, Geo. W., Pvt. Co. A.  
 Simpson, Jesse C., Pvt. Co. A.  
 Smictamii, Albert, Pvt. Co. A.  
 Spencer, Wendell H., Pvt. Co. A.  
 Swansen, James W., Pvt. Co. A.  
 Swatskie, Stanley S., Pvt. Co. A.  
 Spillane, Jno., Pvt. Co. A.  
 Scott, Frank J., Pvt. Co. A.  
 Shepherd, Jno., Pvt. Co. A.  
 Sinks, Ivy, Pvt. Co. A.  
 Stittle, Chas., Pvt. Co. A.  
 Stoddard, Leo M., Pvt. Co. A.  
 Saenger, Albert R., Pvt. Co. A.  
 Sams, Leslie W., Pvt. Co. A.  
 Sanders, Perry C., Pvt. Co. A.  
 Sealey, Henry K., Pvt. Co. A.  
 Sewell, Roy C., Pvt. Co. A.  
 Sill, Walter G., Pvt. Co. A.  
 Sizemore, Dewey, Pvt. Co. A.  
 Shoneck, Theodore A., Pvt. Co. A.  
 Scheffner, Chester M., Pvt. 1 cl. Co. A.  
 Scott, Wm. M., Pvt. 1 cl. Co. A.  
 Swonski, Martin, Pvt. 1 cl. Co. A.  
 Shoemaker, Wm. B., Pvt. 1 cl. Co. A.  
 Smith, Jno. J., Pvt. 1 cl. Co. A.  
 Schlossman, Samuel, Pvt. 1 cl. Co. A.  
 Sonne, Peter, Pvt. 1 cl. Co. A.  
 Switzer, Frank, Pvt. 1 cl. Co. A.  
 Seabolt, David A., Pvt. 1 cl. Co. A.  
 Sechler, Ralph M., Pvt. 1 cl. Co. A.  
 Smith, Samuel, Wag. Co. A.  
 Sparieder, Wm., Wag. Co. A.  
 Smith, Wm. F., Hthr. Co. A.  
 Seigrest, Jno., Cpl. Co. A.  
 Seltzer, Geo., Cpl. Co. A.  
 Shiefer, Bart, Cpl. Co. A.  
 Shuttleworth, Richard, Cpl. Co. A.  
 Shyer, Ira, Cpl. Co. A.  
 Smith, Harry, Cpl. Co. A.  
 Spellman, Jno., Sgt. 1 cl. Co. A.  
 Schoenthaler, Chas., Sgt. Co. A.  
 Sullivan, Andrews, Sgt. Co. A.  
 Sibole, Chas. E., Sgt. Co. A.  
 Smith, Chas. L., Pvt. Co. A.  
 Smith, Clarence, Pvt. Co. A.  
 Smith, Frederick C., Pvt. Co. A.  
 Stadun, Helge, Pvt. Co. A.  
 Stoller, Harry, Pvt. Co. A.  
 Stelling, Irwin A., Pvt. Co. A.  
 Seprish, Steven, Pvt. Co. A.  
 Scanlon, Wm. F., Pvt. Co. A.  
 Simpson, Elmer E., Pvt. Co. A.  
 Strauberg, Martin M., Pvt. Co. A.  
 Smith, Samuel M., Jr., Pvt. Co. A.  
 Sullivan, Daniel, Pvt. Co. A.  
 Schmidt, Wm., Pvt. Co. A.  
 Seavor, Leroy B., Pvt. Co. A.  
 Smith, Matthews, Pvt. Co. A.  
 Solheim, Peter O., Pvt. Co. A.  
 Stadig, Alphonse L., Pvt. Co. A.  
 Swardstrom, Roy, Pvt. Co. A.  
 Scanlon, Michael T., 1st Sgt. Co. F.  
 Sasso, Peter, Pvt. Co. B.  
 Swarts, Cliff, 2nd Lt. Co. B.  
 Sweeney, Jno. F., 2nd Lt. Co. A.  
 Sapp, Burt, Maj. H. Q. Co.  
 Taghon, Ben, Pvt. 1 cl. Co. E.  
 Taylor, Charles A., Pvt. 1 cl. Co. E.  
 Taylor, Wm. R., Sgt. Co. C.  
 Talbot, Geo. E., Sgt. Co. C.  
 Thiel, Henry L., Cpl. Co. C.  
 Tillotson, Claude M., Cpl. Co. C.  
 Taylor, Leslie H., Sad. Co. C.  
 Tam, Emile, Pvt. 1 cl. Co. C.  
 Thurman, Merritt, Pvt. 1 cl. Co. C.  
 Tipton, Jacob E., Pvt. 1 cl. Co. C.  
 Tobias, Mitchell, Pvt. 1 cl. Co. C.  
 Tucker, James P., Pvt. 1 cl. Co. C.  
 Tucker, Arthur L., Pvt. 1 cl. Co. C.  
 Tamassi, Jos., Pvt. Co. C.  
 Thibodaux, Paul, Pvt. Co. C.  
 Thompson, Perry, Pvt. Co. C.

## HISTORY OF THE SIXTH U. S. ENGINEERS 301

Tunkel, Jos., Pvt. Co. C.  
 Traynor, Francis J., Pvt. Co. C.  
 Turan, Talmage, Pvt. Co. C.  
 Turner, Harold L., Pvt. Co. C.  
 Turner, Grant, Pvt. Co. A.  
 Tenpinski, Jno., Pvt. Co. A.  
 Terio, Andy, Pvt. Co. A.  
 Townsend, Wm., Pvt. Co. A.  
 Taylor, Benjamin, Pvt. Co. A.  
 Thomas, Howard E., Pvt. Co. A.  
 Thum, Fred A., Pvt. Co. A.  
 Thomas, Alvin M., Pvt. Co. A.  
 Tircuit, Norman, Pvt. Co. A.  
 Thomson, Max A., Pvt. Co. A.  
 Teldon, Henry, Pvt. Co. A.  
 Tom, Geo., Pvt. Co. A.  
 Thomsen, Christian H., Sgt. Co. A.  
 Treffenberg, Chas., Cpl. Co. A.  
 Tipton, Roy C., Pvt. i cl. Co. A.  
 Thornton, Zelma L., Pvt. i cl. Co. A.  
 Trella, Lawrence, Pvt. i cl. Co. A.  
 Townsend, Frederick A., Sgt. i cl. Co. F.  
 Trott, Chas. E., Cpl. Co. F.  
 Tchenor, Phelan B., Cpl. Co. F.  
 Tolson, Meredith C., Pvt. Co. F.  
 Thomas, Jack N., Pvt. i cl. Co. F.  
 Thompson, Louis, Pvt. i cl. Co. F.  
 Tipton, Ernest G., Pvt. Co. F.  
 Tucker, Homer, Pvt. Co. F.  
 Tomaszewicz, Thomas, Pvt. Co. F.  
 Taylor, Merton, Pvt. Co. F.  
 Tianien, Ivar, Pvt. Co. F.  
 Tabor, Kenneth D., Pvt. Co. F.  
 Thornton, Wayne, Wag. Field Tr.  
 Tucker, Homer, Wag. Field Tr.  
 Thomas, Chas. A., Sgt. i cl. H. Q. Co.  
 Thompson, Edwin H., Mess Sgt. H. Q. Co.  
 Traynor, Francis J., Pvt. i cl. H. Q. Co.  
 Taylor, Garfield, Pvt. H. Q. Co.  
 Tomaszewicz, Thomas, Pvt. H. Q. Co.  
 Townsend, Pierce P., Pvt. H. Q. Co.  
 Taylor, Connie A., Pvt. i cl. Co. D.  
 Talbot, Fred J., Cpl. Co. D.  
 Taylor, Wilfred, Pvt. Co. D.  
 Teachout, Dewey A., 2nd Lt. Co. D.  
 Tebbets, Harry B., Pvt. i cl. Co. D.  
 Tenchia, Jos., Pvt. Co. D.  
 Thompson, Basil Fern, Pvt. Co. D.  
 Thomas, Joe, Pvt. i cl. Co. D.  
 Tidlow, Geo. A., Cpl. Co. D.  
 Townsend, Paul O., Pvt. Co. D.  
 Tuck, Jno., Wag. Co. D.  
 Turner, Chas. A., Sgt. Co. D.  
 Turner, Geo. P., Sgt. Co. D.  
 Twit, Ole S., Pvt. Co. D.  
 Topmoeller, Wm. G., 1st Lt. Med. Det.  
 Tieck, Emil, Pvt. i cl. Med. Det.  
 Tager, Geo. E., Pvt. Med. Det.  
 Tieseth, Jas. B., Pvt. Med. Det.  
 Torheim, Henry, Pvt. Med. Det.  
 Triggs, Noyes H., Pvt. Med. Det.  
 Turner, Walter B., Mess Sgt. Co. E.  
 Trew, Barnett M., Sup. Sgt. Co. E.  
 Titus, Richard J., Cpl. Co. E.  
 Trask, Geo. E., Cpl. Co. E.  
 Thayer, Percy E., Cpl. Co. E.  
 Triplett, Frank O., Cpl. Co. E.  
 Thomas, Jno., Cook, Co. E.  
 Taghon, Ben, Pvt. i cl. Co. E.  
 Taylor, Charles A., Pvt. i cl. Co. E.  
 Tanguay, Russel R., Pvt. Co. E.  
 Taskay, Gottlieb C., Pvt. Co. E.  
 Templeton, Huff T., Pvt. Co. E.  
 Telelman, Theodore, Pvt. Co. E.  
 Thibodeau, Jos. T., Pvt. Co. E.  
 Thomason, Albert C., Pvt. Co. E.  
 Thomason, Jimmie J., Pvt. Co. E.  
 Thompson, Basil F., Pvt. Co. E.  
 Thompson, Edwin M., Pvt. Co. E.  
 Tison, Kenneth, Pvt. Co. E.  
 Thune, Melvin, Pvt. Co. E.  
 Tooze, Arthur E., Pvt. Co. E.  
 Troyan, Fred P., Maj., H. Q. Co.  
 Talbott, James S., Cpl. Co. B.  
 Thorson, Roy, Cpl. Co. B.  
 Tibbs, Chas., Pvt. i cl. Co. B.  
 Tabor, Clyde, Pvt. i cl. Co. B.  
 Thomas, Banner, Pvt. i cl. Co. B.  
 Trueblood, Frank H., Pvt. i cl. Co. B.  
 Taylor, Geo. C., Pvt. Co. B.  
 Thompson, Delbert, Pvt. Co. B.  
 Tibbits, Melvin A., Pvt. Co. B.  
 Tircuit, Norman, Pvt. Co. B.  
 Troxler, Albert L., Pvt. Co. B.  
 Tway, Wm. G., Pvt. Co. B.  
 Tempest, James M., Pvt. Co. B.  
 Terras, Hernert C., Pvt. Co. B.  
 Topper, Chas., Pvt. Co. B.  
 Turce, Ralph, Pvt. Co. B.  
 Tyler, Lester E., Pvt. Co. B.  
 Tuttle, Ross F., Sgt. Co. B.  
 Thomas, Chas. A., Pvt. i cl. Co. B.  
 Thompson, James R., Pvt. Co. F.  
 Thrasher, Wm. E., 1st Lt. Co. A.  
 Turner, Harry C., Bug. Co. A.  
 Turner, Jno. C., Sgt. Co. A.  
 Taylor, Wyatt W., Capt. H. Q. Co.  
 Urban, Peter J., Pvt. i cl. Co. B.  
 Upham, Clifford, Pvt. Co. B.  
 Uhyelyi, Nicolas, Pvt. i cl. Co. E.  
 Upham, Clifford S., Pvt. Field Tr.  
 Unick, Louis J., Pvt. Co. F.  
 Ulshen, Harry, Pvt. Co. C.  
 Underwood, Robt., Pvt. Co. C.  
 Vecquersay, Wm. F., Sgt. i cl. Co. C.  
 Vandenhuerk, Jno., Pvt. Co. C.  
 Vanwetering, Frank, Pvt. Co. C.  
 Vaught, Rob. J., Pvt. Co. A.  
 Vonnes, Frank N., Pvt. Co. A.  
 Vincellette, Alberto, Pvt. Co. A.  
 Vogeler, Walter, Pvt. Co. A.  
 Vickers, Earl, Pvt. i cl. Co. A.  
 Veverka, Edward, Sgt. Co. F.

## 302 HISTORY OF THE SIXTH U. S. ENGINEERS

Van Lieu, Russel M., Sgt. Co. F.  
 Van Osten, Walter R., Cpl. Co. F.  
 Vogelsang, Hugo C., Cpl. Co. F.  
 Viola, Chas. Pvt. Co. F.  
 Vanderbeck, Garret O., Pvt. Co. F.  
 Vercoe, Geo., Pvt. Co. F.  
 Vietas, Jos., Pvt. Co. F.  
 Vittum, Chas. C., Pvt. Co. F.  
 Van Driest, Jno., Pvt. Co. F.  
 Verderam, Mike, Pvt. Co. F.  
 Ventura, Battisto, Pvt. Co. F.  
 Vassar, Paul H., Wag. Field Tr.  
 Vaughn, Goldie, Pvt. Field Tr.  
 Verge, Ernest, Wag. Field Tr.  
 Voorhees, Harry C., Pvt. Field Tr.  
 Vansise, C. F., Pvt. H. Q. Co.  
 Vonnes, Frank M., Pvt. H. Q. Co.  
 Vanosdol, Jno. L., Pvt. Co. D.  
 Vaughn, Lonie, Pvt. 1 cl. Co. D.  
 Vaughn, Raymond, Pvt. Co. D.  
 Vaughn, Wm. H., Pvt. Co. D.  
 Viau, Napoleon J., Pvt. 1 cl. Co. D.  
 Vickers, Jno. W., Pvt. Co. D.  
 Vendt, Fred, Pvt. Med. Det.  
 Verbeck, Camille J., Pvt. Med. Det.  
 Viala, Emilio, Pvt. Med. Det.  
 Van Wagner, Howard A., Pvt. Co. E.  
 Varisano, Nicola, Pvt. Co. E.  
 Vaughn, Hugh W., Pvt. Co. E.  
 Vereb, James, Pvt. Co. E.  
 Vilenius, Frank, Pvt. Co. E.  
 Villa, Tony, Pvt. Co. E.  
 Voorhees, Harry C., Pvt. Co. E.  
 Vallat, Benj. W., Maj. H. Q. Co.  
 Vecqueray, Wm. C., 2nd Lt. H. Q. Co.  
 Vanderzyp, Henry, Cpl. Co. B.  
 Van Wyck, Tunis, Cpl. Co. B.  
 Van Orman, Richard, Pvt. 1 cl. Co. B.  
 Van Doren, Wm. C., Pvt. 1 cl. Co. B.  
 Vincelletti, Alfred, Pvt. Co. B.  
 Van Dyke, Joe, Pvt. Co. B.  
 Versen, Leo, Pvt. Co. B.  
 Vos Rene, Pvt. Co. B.  
 Wall, Jno. J., 1st Lt. Co. B.  
 Word, Chris, Sgt. Co. B.  
 Waite, David C., Cpl. Co. B.  
 Wollschlager, Rein H., Cook, Co. B.  
 Walker, Howard, Wag. Co. B.  
 Wigert, Andrew J., Wag. Co. B.  
 Webb, Andrew J., Pvt. 1 cl. Co. B.  
 Wood, Jno. W., Pvt. 1 cl. Co. B.  
 Widauski, Frank A., Pvt. 1 cl. Co. B.  
 Warshevec, Walter, Pvt. 1 cl. Co. B.  
 Wolfbrandt, Gus, Pvt. 1 cl. Co. B.  
 Warren, Wm. A., Pvt. Co. B.  
 Wilkins, Albert, Pvt. Co. B.  
 Wallach, Jos. C., Pvt. Co. B.  
 Williamson, Alex, Pvt. Co. B.  
 Ward, Allen W., Pvt. Co. B.  
 Weaver, Cyril, Pvt. Co. B.  
 Weiman, Albert, Pvt. Co. B.  
 West, David, Pvt. Co. B.  
 Westlake, Waldon, Pvt. Co. B.  
 White, Clarence S., Pvt. Co. B.  
 Wiseman, Jno. A., Pvt. Co. B.  
 Woodward, Arthur C., Pvt. Co. B.  
 Worth, Russel, Pvt. Co. B.  
 Wyatt, Alfred H., Pvt. Co. B.  
 Wolfe, Walter McL., Capt. H. Q. Co.  
 Whitney, Clarence E., Capt. H. Q. Co.  
 Whitting, L. W., Capt. H. Q. Co.  
 Wilson, Archibald S., Capt. H. Q. Co.  
 Wall, James J., 1st Lt. H. Q. Co.  
 Williams, Edmund F., 1st Lt. H. Q. Co.  
 Whitten, Willis G., Capt. Co. E.  
 Woleben, Dean F., 2nd Lt. Co. E.  
 Wise, Jno. J., Sgt. 1 cl. Co. E.  
 Wood, Albert T., Sgt. 1 cl. Co. E.  
 Welton, Harry L., Sgt. 1 cl. Co. E.  
 Watson, Stanley W., Sgt. 1 cl. Co. E.  
 White, Irl L., Sgt. 1 cl. Co. E.  
 Wood, James L., Cpl. Co. E.  
 Wright, Jno., Cpl. Co. E.  
 Wiggins, Obis T., Cook, Co. E.  
 Washington, Thomas R., Pvt. 1 cl. Co. E.  
 Whitley, Arthur G., Pvt. 1 cl. Co. E.  
 Wilbur, Chas. B., Pvt. 1 cl. Co. E.  
 Walker, Reuben M., Pvt. Co. E.  
 Wagner, Wm. C., Pvt. Co. E.  
 Westling, Marie E., Pvt. Co. E.  
 West, Arthur L., Pvt. Co. E.  
 Weybrech, Harold A., Pvt. Co. E.  
 Wilke, Herman F., Pvt. Co. E.  
 Williams, Geo. M., Pvt. Co. E.  
 William, Oscar L., Pvt. Co. E.  
 Webster, Marion M., Capt. Med. Det.  
 Walker, Edgar, Pvt. 1 cl. Med. Det.  
 Wingo, Thomas J., Pvt. 1 cl. Med. Det.  
 Watson, Jefferson D., Pvt. Med. Det.  
 Weston, Ralph B., Pvt. Med. Det.  
 Whitten, Horace T., Pvt. Med. Det.  
 Williams, Chas. A., Pvt. Med. Det.  
 Williams, Wm. C., Pvt. Med. Det.  
 Winter, Jos., Pvt. Med. Det.  
 Wojciechowski, P. E., Pvt. Med. Det.  
 Wright, Clarence W., Pvt. Med. Det.  
 Walden, Everett D., Pvt. 1 cl. Co. D.  
 Walck, Lee A., Wag. Co. D.  
 Wallace, Allan, Cpl. Co. D.  
 Walsh, Jno. F., Pvt. Co. D.  
 Wallace, Chas., Pvt. 1 cl. Co. D.  
 Warden, Elmer, Pvt. 1 cl. Co. D.  
 Warren, Lewis G., 2nd Lt. Co. D.

## HISTORY OF THE SIXTH U. S. ENGINEERS 303

Warren, Cullie, Cpl. Co. D.  
 Waters, Leo C., Pvt. 1 cl. Co. D.  
 Waters, Verner R., Sup. Sgt. Co. D.  
 Weaver, James W., Pvt. Co. D.  
 Wedge, Jerry, Pvt. 1 cl. Co. D.  
 Weslowski, Frank B., Cpl. Co. D.  
 Weller, Jno., Pvt. 1 cl. Co. D.  
 Wheeler, Wiley, Pvt. Co. D.  
 White, Andrew M., Cpl. Co. D.  
 White, Lester F., Cook, Co. D.  
 White, Carroll W., Sgt. 1 cl. Co. D.  
 Windsor, Ardis E., Cpl. Co. D.  
 Wilke, Carl F., Cook, Co. D.  
 Williams, Jno. E., Cpl. Co. D.  
 Winklemeyer, Carl E., Pvt. Co. D.  
 Williamson, Jack, Pvt. 1 cl. Co. D.  
 Wilson, Geo., Pvt. Co. D.  
 Wilson, Robt., Pvt. 1 cl. Co. D.  
 Woeben, D. P., 2nd Lt. Co. D.  
 Wright, Albert, Pvt. Co. D.  
 Warren, Ernest M., M. E., H. Q. Co.  
 Whitted, David J., M. E., H. Q. Co.  
 Wetzell, Jos., M. E., H. Q. Co.  
 Wagoner, Frank J., Bat. Sgt. Maj.  
 Woods, Fred J., Cpl. H. Q. Co.  
 Wilder, Claude M., Cpl. H. Q. Co.  
 Whitesell, Merle A., Cpl. H. Q. Co.  
 Woodard, Arthur J., Cook, H. Q. Co.  
 Warren, Callie, Wag. H. Q. Co.  
 Williams, Geo. M., Wag. H. Q. Co.  
 Wells, Paul C., Pvt. H. Q. Co.  
 Ward, Harold C., Sgt. Field Tr.  
 Warye, Fred, Wag. Field Tr.  
 Weinland, Wayne O., Wag. Field Tr.  
 West, Arthur L., Pvt. Field Tr.  
 West, James W., Wag. Field Tr.  
 Whiteman, Carl, Pvt. 1 cl. Field Tr.  
 Williams, Roy E., Wag. Field Tr.  
 Wilson, Geo. A., Pvt. Field Tr.  
 Winkler, Lloyd L., Wag. Field Tr.  
 Wright, Earl F., Sgt. Field Tr.  
 Wyatt, Wm. L., Sgt. Field Tr.  
 Wilt, Daniel O., Pvt. Co. F.  
 Whalin, Jno., Sgt. Co. F.  
 Wigglesworth, Walter, Sgt. Co. F.  
 Werline, Walter G., Cpl. Co. F.  
 Ward, Jno., Cpl. Co. F.  
 Wells, Kenneth B., Cpl. Co. F.  
 Winkleblech, Ernest, Cpl. Co. F.  
 Wertz, Warren, Sad. Co. F.  
 Whitesell, Darius B., Pvt. 1 cl. Co. F.  
 Williams, Solomon, Pvt. 1 cl. Co. F.  
 Wilson, Claude R., Pvt. 1 cl. Co. F.  
 Willette, Wm. R., Pvt. 1 cl. Co. F.  
 Williams, Jno. C., Pvt. 1 cl. Co. F.  
 Williamson, Harley O., Pvt. 1 cl. Co. F.  
 Webster, Summders D., Pvt. 1 cl. Co. F.  
 Wantland, Albert, Pvt. 1 cl. Co. F.  
 Webb, Collie E., Pvt. 1 cl. Co. F.  
 Wynne, Eugene, Pvt. 1 cl. Co. F.  
 Walsh, Jos., Pvt. Co. F.  
 Whitesell, Merle A., Pvt. Co. F.  
 Westmoreland, Robt. C., Pvt. Co. F.  
 Wingfield, Clarence A., Pvt. Co. F.  
 White, Harry C., Pvt. Co. F.  
 Waldron, James R., Pvt. Co. F.  
 Webster, Ernest M., Pvt. Co. F.  
 Weise, Albert H., Pvt. Co. F.  
 Wheeler, Alfred H., Pvt. Co. F.  
 Watson, B. D. Pvt. 1 cl. Co. F.  
 Wanner, Geo. W., Pvt. Co. F.  
 Walsh, Wm. R., Pvt. Co. F.  
 Walker, Norman, Pvt. Co. F.  
 Wansten, Harry C., Pvt. Co. F.  
 White, Aubrey C., Pvt. Co. F.  
 Winegar, Richard L., Pvt. Co. F.  
 Wisdom, Jno. H., Pvt. Co. F.  
 Widger, Wm. K., and Lt. Co. A.  
 Whiting, Louis W., Capt. Co. A.  
 Winslow, Francis, 1st Lt. Co. A.  
 Williams, Edmund F., 1st Lieut. Co. A.  
 Walker, Gordon A., Pvt. 1 cl. Co. A.  
 Webb, Emory, Pvt. 1 cl. Co. A.  
 Winkle, Wm. J., Pvt. 1 cl. Co. A.  
 Willis, Wm. B., Pvt. 1 cl. Co. A.  
 Walters, Thomas, Col. Co. A.  
 Wharton, Wm., Cpl. Co. A.  
 Wildman, Murray, Cpl. Co. A.  
 Williams, Chas., Cpl. Co. A.  
 Wisler, Geo., Cpl. Co. A.  
 Wyatt, Robt. J., Cpl. Co. A.  
 Watts, Clyde, Bug. Co. A.  
 Wassum, Armandus, Wag. Co. A.  
 Weidner, Robt. P., 1st Sgt. Co. A.  
 Woodward, Donald S., Sgt. 1 cl. Co. A.  
 Whetstone, Louis, Sup. Sgt. Co. A.  
 Weidman, David W., Sgt. Co. A.  
 Waters, Wm., Pvt. Co. A.  
 Weisenger, Harry, Pvt. Co. A.  
 Wells, Paul C., Pvt. Co. A.  
 Wittek, Wm., Pvt. Co. A.  
 Waller, Hillard, Pvt. Co. A.  
 Winkles, Jno., Pvt. Co. A.  
 Wood, Clayton, Pvt. Co. A.  
 Wilkie, Ray F., Pvt. Co. A.  
 Welch, Wm., Pvt. Co. A.  
 Wells, Shirley A., Pvt. Co. A.  
 Wohrlin, Geo., Pvt. Co. A.  
 Wharton, Thomas J., Pvt. Co. A.  
 Williams, Jno. E., Pvt. Co. A.  
 Whyte Frank C., Sgt. 1 cl. Co. C.  
 Wiggin, Daniel W., Sgt. Co. C.  
 Watt, Earl J., Cpl. Co. C.  
 Wall, Beauregard, Pvt. 1 cl. Co. C.  
 Walters, Ewald H., Pvt. 1 cl. Co. C.  
 Walters, Bura H., Pvt. 1 cl. Co. C.  
 Waterman, Roy L., Pvt. 1 cl. Co. C.  
 Willitte, Eugene H., Pvt. 1 cl. Co. C.  
 Whyte, Harry R., Pvt. 1 cl. Co. C.  
 Wrightson, Thomas, Pvt. 1 cl. Co. C.  
 Wallace, Jos., Pvt. Co. C.  
 Wanchope, Andrew, Pvt. Co. C.  
 Watson, Lewis E., Pvt. Co. C.  
 Watkins, Jake, Pvt. Co. C.

## 304 HISTORY OF THE SIXTH U. S. ENGINEERS

Weeks, Gustave, Pvt. Co. C.  
Welch, Geo. E., Pvt. Co. C.  
Westerberg, Jno. F., Pvt. Co. C.  
Wier, Jos., Pvt. Co. C.  
Williams, Ford B., Pvt. Co. C.  
Wingfield, Clarence, Pvt. Co. C.  
Wyckoff, Jno. C., Pvt. Co. C.  
Wright, Eldon J., Pvt. Co. C.  
Wyman, Marshall M., Pvt. Co. C.  
Wolfe, Frank, Sgt. Co. B.  
Woods, Fred J., Cpl., Co. B.  
  
Yarrison, Raymond, Pvt. Co. A.  
Yeoman, D. V., 2nd Lt. Co. F.  
Young, Cline L., Sgt. Co. F.  
Young, Dewey A., Pvt. 1 cl. Co. F.  
Yenawine, Walter D., Wag. Field  
Tr.  
Young, Virgill C., M. E., H. Q. Co.  
Ylik, Frank, M. E., H. Q. Co.  
Yarrison, Raymond G., Pvt. H. Q.  
Co.  
Young, Roy O., Pvt. H. Q. Co.  
Young, Clifford W., Cpl. Co. C.  
Yardbrough, Robt. D., Pvt. 1 cl.  
Co. C.  
  
Veryar, Bud, Pvt. Co. D.  
Vundt, Wm. R., Sgt. Co. E.  
Vilek, Edw. F., Pvt. 1 cl. Co. E.  
York, Jno. H., Pvt. 1 cl. Co. E.  
Young, Roy O., Pvt. Co. E.  
Youngblood, Lonnis L., Pvt. Co. E.  
Young, Geo. F., and Lt. H. Q. Co.  
Vilek, Frank, and Lt. Co. B.  
Young, Stanley E., Sgt. 1 cl. Co. B.  
Yarnell, Arch S., Cpl. Co. B.  
Youch, Frank J., Pvt. 1 cl. Co. B.  
Yorks, Alonzo F., Pvt. Co. B.

Zamzow, Paul, Pvt. 1 cl. Co. E.  
Zeman, Peter I., Pvt. Co. E.  
Zok, Jos. E., Pvt. Co. E.  
Zalewski, Paul, Cook, Co. C.  
Ziegler, Cleatus V., Wag. Co. C.  
Zabierek, Edmund, Pvt. Co. C.  
Ziegler, Donald B., Sgt. 1 cl. Co. F.  
Zinser, Wm. E., Pvt. 1 cl. Co. F.  
Ziegler, Chas. L., Pvt. Co. F.  
Zimmerman, Lester, Cpl. Co. A.  
Sydiak, Jno., Pvt. Co. A.  
Zancanato, Folice, Pvt. Co. A.  
Zazzarino, Jno., Pvt. Co. A.

